



MEMORANDUM

To: Kurt Triplett, City Manager

From: Kari Page, Senior Neighborhood Services Outreach Coordinator
Joel Pfundt, Transportation Manager
Rod Steitzer, Capital Improvement Program Manager
James Lopez, Assistant City Manager
Julie Underwood, Interim Director of Public Works

Date: August 20, 2020

Subject: SAFER ROUTES TO SCHOOL ACTION PLANS ADOPTION

RECOMMENDATION:

It is recommended that the City Council:

- Approve the attached Resolution R-5445 adopting the Safer Routes to School Action Plans; and
- Note staff's recommendation to rebrand one existing Capital Improvement Plan (CIP) Project series to account for future Safer Routes to School projects, and to create a new CIP subproject within that series for a specific, high-priority project. This recommendation also is discussed in the staff report for the Draft 2021-2026 Capital Improvement Program.

BACKGROUND DISCUSSION:

From April 2019 to August 2020, staff worked in partnership with the Lake Washington School District, law enforcement, engineering professionals, students, parents, administrators, and neighborhoods to develop the Safer Routes to School Action Plans. The plans include the following seven elements.

- **Engagement** means listening to students, families, school administrators, and community organizations throughout the decision-making process to ensure the public's concerns and aspirations are consistently understood and considered.
- **Equity** is about fair and equitable distribution of resources and ensuring safe, healthy, and fair outcomes for low-income students, students of color, and students with disabilities.
- **Education** is about improving safe walking and bicycling skills for all students and community members.
- **Encouragement** strategies are about getting more students walking and biking to and from school. Encouragement strategies also promote riding the bus and carpooling as simple, safe, cost-effective, and environmentally friendly options.

- **Enforcement** activities increase the safety of students walking and biking to school by targeting unsafe driving behavior. Such behavior includes speeding, failing to yield to pedestrians and bicyclists, illegal parking, and illegal turns in school areas.
- **Engineering** efforts include the design and implementation of traffic control devices and physical improvements to make walking, biking, and busing to school safer, more convenient, and comfortable.
- **Evaluation** includes collecting information and tracking data over time to measure the effectiveness of methods and practices in the Safer Routes to School Action Plans.

In 2019, staff efforts centered around encouraging more students to walk, bike, and ride the bus to school while also engaging the public in identifying potential safety improvements. This phase included a great deal of public outreach, an online survey, and mapping of suggested walking and biking improvements.

The presence of the coronavirus and the resulting pandemic substantially slowed the momentum of the Safer Routes to School Initiative during the spring months of 2020, when staff was counting on students being active, parents being engaged in this process, and neighborhoods providing forums for public engagement. The Governor's Stay Home, Stay Safe order required staff to pause and rethink the speed and approach to many of the Safer Routes to School Action Plan elements.

At the April 21, 2020 City Council meeting, staff updated the Council on the progress of the Safer Routes to School Action Plans initiative and provided methodologies, data, and findings from the year-long effort. The Council directed staff to move forward with the Engineering element of the Action Plans and to use online public engagement tools to obtain feedback on the walk recommendations.

On August 4, 2020 staff returned to the City Council with the draft Safer Routes to School Action Plans including the prioritized list of sidewalk and crosswalk improvements in each neighborhood. The City Council directed that when staff returned for adoption of the Action Plans it should present a recommended funding mechanism for implementing the plans.

CIP PROJECT RECOMMENDATIONS:

To establish an ongoing funding mechanism for the implementation of the Safer Routes to School Action Plans, staff proposes the following 2021-2026 Capital Improvement Program changes.

1. Rebrand the existing Capital Improvement Program Project series NMC 08700, to be called "Safer Routes to School Action Plans Implementation," which has been used as the series to account for "Citywide School Walk Route Enhancements." The funding source(s) and amounts are identified in the Draft 2021-2026 Capital Improvement Program. Improvements selected for the first two-year funding cycle will be proposed to the City Council in the first quarter of 2021.

Description/justification: This project will complete priority improvements in the Safer Routes to School Action Plans. The Safer Routes to School Action Plans were developed through an extensive public engagement process and engineering assessment of Kirkland's streets in 2019 and 2020. The Action Plans include 133 improvements, with 58 of them being enhanced crossings and 75 being new or improved sidewalk segments. Additional improvements may be added to the Action

Plans as determined in the future. This project is expected to leverage funding with State and federal grants.

2. Close subproject NMC 008710 "North Kirkland/JFK School Walk Route Enhancements" (remaining balance of \$439,000) and create a new subproject NMC 08720 called "NE 131st Way/90th Avenue NE Nonmotorized Improvements from 97th Avenue NE to NE 134th Street Scope and Design." Move the remaining balance of \$439,000 to the new project NMC 08720.

Description/justification: This project provides for the scope and design of the NE 131st Way/90th Avenue NE Nonmotorized Improvements from 97th Avenue NE to NE 134th Street. The project includes surface water control and repair of roadway safety features for vehicles, pedestrians, and bicyclists. The project includes scope and design for 3,000 feet of extruded curb, guardrail repair, and surface water drainage improvements. 90th Avenue NE is a north/south neighborhood collector with high traffic volumes connecting the Finn Hill Neighborhood with 100th Avenue NE business district, two schools (Juanita Elementary School and Juanita High School), and Interstate 405. The project is one of the high priorities in the Safer Routes to School Action Plans. The project will need additional funding for construction.

Priorities for the Safer Routes to School Action Plans were developed in time for the application process with the Washington State Department of Transportation (WSDOT) [Safe Routes to School Grant Program](#). Table 1, below, lists the Safer Routes projects submitted for grants. Project locations can be seen on the Safer Routes to School Action Plans [interactive map](#).

Table 1: Safer Routes to School Grant Applications Submitted to WSDOT

Project Number	Project Description	Estimated Cost	Priority
EV04	Install Rapid Flashing Beacons on NE 68 th Street at 106 th Avenue NE	\$134,800	Highest ranked project in the neighborhood and the City.
MK05	Install Rapid Flashing Beacons on Market at 19th Street	\$146,900	Highest ranked project in the neighborhood. Fourth ranked project in the City.
NK12	Install sidewalk on 19th Avenue from Market to 4 th Street	\$1,973,886	Project with highest votes in the neighborhood and the City.
NK07	Fill sidewalk gaps along 4 th Street from 18 th Street to 19 th Street	\$322,683	Low ranked project but connects 19 th Avenue sidewalks to Kirkland Middle School entrance.
NRH01	Fill sidewalk gaps along 124 th Avenue NE from NE 100 th Street to NE 104 th Street	\$462,036	Low ranked project but fills important gaps in recent City sidewalk investment on 124 th Avenue NE.
Total Requested		\$3,040,305	

Safer Routes to School accomplishments will be reported annually in the Transportation Master Plan Progress Report and Streets Levy Report.

Attachment A: Final Safer Routes to School Action Plans

Attachment B: Resolution R-5445



City of Kirkland

Safer Routes to School Action Plans

JULY 2020 DRAFT

Contents

acknowledgements	iv
letter from the city council	v
introduction	1
engagement	4
equity	7
education	9
encouragement	11
enforcement	13
engineering	15
evaluation	19
neighborhood snapshots	23
appendix A: Public Engagement	79
appendix B: Infrastructure Project Recommendations	123
appendix C: Project Prioritization Process	131

acknowledgements

Thanks to all of the families, students, parents, and individuals who gave their time to help shape the Safer Routes to School Action Plans through their comments, suggestions, and encouragements.

Adopted at the Kirkland City Council meeting of September 1, 2020 by Resolution _____.

City Council

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Jay Arnold, Deputy Mayor
Dave Asher, Councilmember
Neal Black, Councilmember
Kelli Curtis, Councilmember
Amy Falcone, Councilmember
Tom Neir, Councilmember
Toby Nixon, Councilmember
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Dave Snider, Capital Projects Manager
Deputy Chief Mike St. Jean, Police Operations Manager
Kurt Triplett, City Manager
Julie Underwood, Interim Public Works Director
Sergeant Michael Vickers, Kirkland Police Department
David Wolbrecht, Neighborhood Outreach Coordinator
Kirkland School Resource Officers

Consultant Team

Toole Design

letter from the city council

July 27, 2020

To Whom It May Concern,

The Kirkland City Council is committed to ensuring that we are making the right investments to get every child to and from school safely. We know that walking and biking to school has tremendous benefits for the physical and mental health of our children. Additionally, school enrollments are up 26% throughout the Lake Washington School District over the last 10 years, and projections suggest that these trends will continue to increase, with an additional 2,000 students expected by 2022. Due to this regional growth, more traffic is converging on schools at arrival and pick-up times. This leads to poor traffic circulation, congestion, inadequate parking, and often unsafe conditions. Investing in safer routes to schools to encourage more biking and walking benefits everyone.

To that end, the City Council adopted the development of a "Safer Routes to School Action Plan" for each neighborhood in Kirkland as a part of the City's 2019-2020 Work Program. Over a period of months, almost 4,000 residents followed the process or participated in developing a list of potential areas that would benefit from safety improvements. To gather this input, City staff attended 30 neighborhood association meetings, nine "walk and bike to school" events, numerous community events, and conducted online outreach.

Over 600 Kirkland residents participated in a survey to vote on the recommendations for the Safer Routes to School Action Plans. We sincerely appreciate everyone who took the time to help us identify and prioritize these important projects. We want to thank the Lake Washington School District for being a partner and joining us in our commitment to encouraging students to walk and bike to school. We also want to give a special thanks to the PTAs that have done so much to encourage walking and biking and provided us tremendous support in spreading the word about the creation of these action plans. The success of this endeavor will reflect the tremendous engagement from our community.

Together we have built a plan for the safety of our children, and now together we must take the actions needed to implement these strategies. Our world is changing every day, and we are collectively facing challenges that we could not have predicted when this process began. However, we remain unwavering in our dedication to the safety of Kirkland's children. We recognize that it will take time to implement all the Safer Routes to Schools improvements, but we believe that this is time and money well spent.

Sincerely,

Kirkland City Council

Mayor Penny Sweet
Deputy Mayor Jay Arnold
Councilmember Neal Black
Councilmember Kelli Curtis
Councilmember Amy Falcone
Councilmember Toby Nixon
Councilmember Jon Pascal

introduction

As part of the 2019-2020 City Council Work Program, the City Council directed staff to work in partnership with the Lake Washington School District and neighborhood associations to develop a 'Safer Routes to School Action Plan' for each neighborhood in Kirkland.

This work program item addresses three **City Council Goals:**

Public Safety

Ensure that all those who live, work, and play in Kirkland are safe.

Council Goal: Provide for public safety through a community-based approach that focuses on prevention of problems and a timely response.

Neighborhoods

The residents of Kirkland experience a high quality of life in their neighborhoods.

Council Goal: Achieve active neighborhood participation and a high degree of satisfaction with neighborhood character, services and infrastructure.

Balanced Transportation

Kirkland values an integrated multi-modal system of transportation choices.

Council Goal: Reduce reliance on single occupancy vehicles and improve connectivity and multi-modal mobility in Kirkland in ways that maintain and enhance travel times, safety, health, and transportation choices.

The **Safer Routes to School Action Plans** have seven sections:



engagement



equity



education



encouragement



enforcement



engineering



evaluation



The Safer Routes to School Action Plans were developed in cooperation with the Lake Washington School District, law enforcement, design professionals, students, parents, and neighborhoods. The Action Plans identify key steps to make walking, biking and riding the bus to school safer, more convenient, and fun. The Action Plans lay out obtainable goals and actions to:

1. Engage all demographic groups to ensure safe, healthy, and fair outcomes for all students including students from low-income families, students of color, and students with disabilities;
2. Fill gaps in the sidewalk network and improve crosswalks to make it safer to walk and bike to schools and to bus stops;
3. Improve traffic circulation in and around schools through traffic calming, education, and enforcement;
4. Promote the benefits and provide incentives to encourage more students to walk, bike, bus, and carpool to school;
5. Educate students, parents, and the community about road safety rules for all modes of transportation to reduce collisions and make it safer for all students; and
6. Deter unsafe driver, pedestrian, and bicyclist behaviors through safe street design, education, meaningful police-community relationships, and enforcement.



WALKING AND BIKING TO SCHOOL:

- benefits children's physical and social health;
- improves traffic circulation and safety in and around schools;
- increases students' readiness to learn;
- improves academic performance;
- helps avoid or delay the onset of disease through increased exercise;
- teaches life-long road safety skills and awareness;
- reduces transportation costs for both the parents and the school district; and
- is fun!





engagement

Engagement means listening to students, families, school administrators, and community organizations throughout the decision-making process to ensure the public's concerns and aspirations are consistently understood and considered.

2019 May - Dec

- + Coordinate with Lake Washington School District
- + Promote walking and biking to school
- + Collect public's suggestions for walking and biking improvements and conduct Safe and Active Transportation Survey
- + Refine existing infrastructure data and mapping
- + Provide updates to the Transportation Commission

2020 Jan - May

- + Develop walk and bike project recommendations
- + Coordinate with police on enforcement
- + Coordinate with Lake Washington School District
- + Develop interactive map for public review
- + Provide update to City Council



See *Appendix A* for a summary of public engagement and the results of the Safe and Active Transportation Survey.

Community input is particularly important in developing Safer Routes to School Action Plans because of the scale of pedestrian projects and the significant impacts these have on the quality of life for Kirkland families. The Safer Routes to School Action Plans were developed through an extensive public engagement process in 2019 and 2020.



June

- + Collect public input on walk recommendations
- + Public voting on walk recommendations

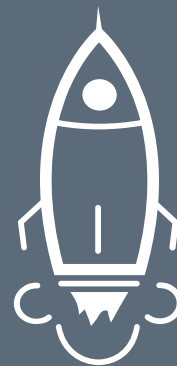


July - Aug

- + Finalize prioritization process
- + Develop and present final Action Plans to City Council for adoption

Sept - Ongoing

- + Implement Action Plans



See *Appendix B* for a complete list of walk recommendations.
See *Appendix C* for details on the criteria used to prioritize recommended projects.

Goal

Kirkland is a safe, inclusive, and welcoming city for all people and is deeply committed to promoting a just society that respects and welcomes all people. Civic engagement, innovation, and diversity are highly valued. The City will continue this high level of public engagement throughout the implementation of the Action Plans.

Action Plan Implementation Stakeholders

- Students
- Parents
- Parent Teacher Associations (PTAs)
- Neighborhood Associations
- Organizations intended to serve students from low-income families, minority students, and students with disabilities
- Volunteers
- Lake Washington School District
 - Superintendent
 - Equity Team
 - School Administration
 - Teachers
 - Transportation Team
 - Risk Management Team
- City of Kirkland
 - City Council
 - City Manager's Office
 - Police
 - Public Works Engineering
 - Public Works Transportation
 - Communications Program
- King County's SchoolPool
- Cascade Bicycle Club
- Kirkland Green Trip
- Community Van
- King County Metro
- King County Metro Neighborhood Pop-Up

Sustainability Ambassadors are committed to educating for sustainability by aligning classroom work with community relevance for the real world. Staff will continue to work with the Sustainability Ambassadors to help support the goals of the Safer Routes to School Action Plans. Examples of projects from 2019 include:

- Reduce global warming by increasing the number of students walking, biking, or taking the bus to school.
- Increase carpooling by using carpool matching apps.
- Educate students and parents about Kirkland Green Trip and Metro SchoolPool.
- Decrease carbon emissions by increasing the number of students using Metro Transit.
- Create a case for electric school buses.

Strategies for engaging the community in Safer Routes to School Action Plans

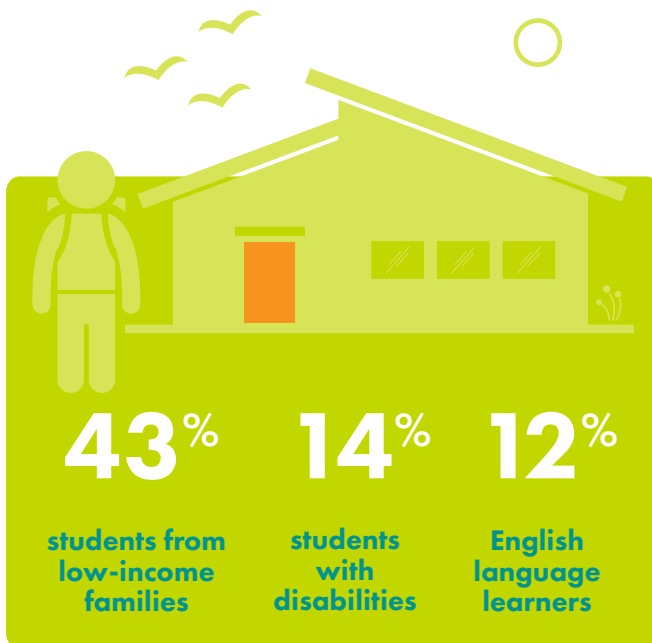
1. Have fun
2. Be organized, engage stakeholders in planning and make expectations clear
3. Respect volunteer time and level of commitment
4. Build trust, offer food, and eat together
5. Be culturally and linguistically relevant to the demographics of the intended population
6. Go to where people are (rather than bring them to you)
7. Show appreciation



equity

Equity is about fair and equitable distribution of resources and ensuring safe, healthy, and fair outcomes for low-income students, students of color, and students with disabilities.

According to the National Partnership for Safe Routes to School, children from low-income families are twice as likely as children from wealthier families to walk to school, but they often face significant traffic and personal safety challenges on the trip to school. Safe places to walk and bike contribute to Kirkland's vision of a vibrant, attractive, green, and welcoming place to live.



*Low-income families are defined as households that qualify for free or reduced school lunches. Source: Washington Office of Superintendent of Public Instruction Report Card (2019/2020 data).

Goal

Kirkland is a safe, inclusive, and welcoming city for all people and is deeply committed to promoting a just society that respects and welcomes all people. Kirkland will continually strive to understand and remove barriers to create opportunities for all residents.

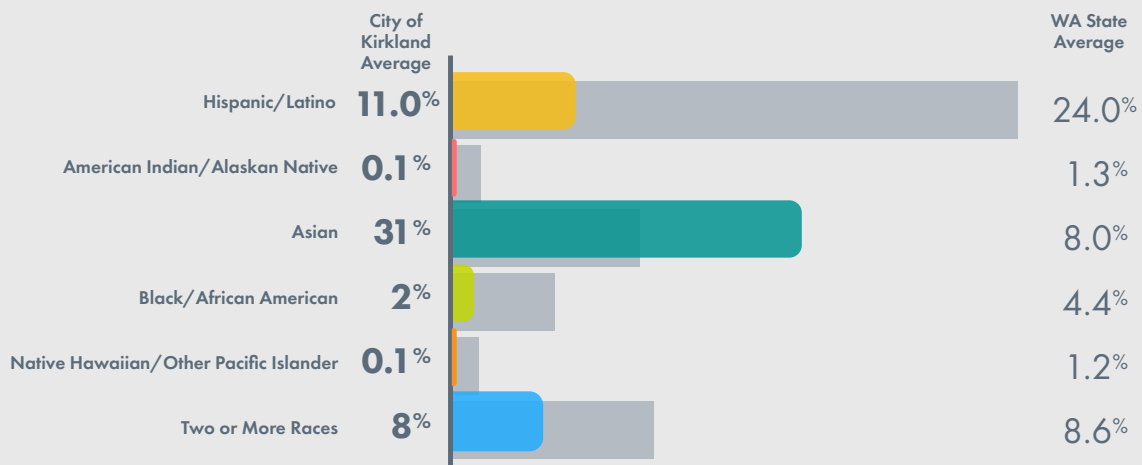
Action Plan

- Use an equity impact assessment, focused on low-income students, students of color, and students with disabilities to ensure an equitable distribution of resources in the implementation of all elements of the Safer Routes to School Action Plans. Equity impact assessments will be reviewed annually to inform action for the upcoming year.
- Prioritize Safer Routes to School recommendations that improve walking conditions near schools with higher proportions of low-income students, students of color, and students with disabilities.
- Continually learn new strategies and best practices to reduce barriers through staff participation with Governing for Regional Equity and Inclusion, Eastside Race and Leadership Coalition, and Welcoming America.

- Reduce barriers throughout the implementation of the Action Plans.
 - o Translate materials in languages appropriate for the demographics of the intended population.
 - o Seek activities to engage with traditionally under-represented groups.
 - o Support shared values of diversity and inclusion and identify additional actions to serve all demographic groups.
 - Continue ongoing training for all City staff on best practices for removing barriers and creating opportunities for all residents.
 - Promote education and encouragement programs at events intended for a variety of cultural and ethnic groups:
 - Lake Washington School District's Welcome Event for New and International Families.
 - City of Kirkland's City Hall for All.
 - Lake Washington School District's Special Education Resource Fair.
 - o Implement City of Kirkland's Americans with Disabilities Act Transition Plan and embrace all Title VI laws and guidelines. Make every effort to ensure non-discrimination in all programs and activities, whether those programs and activities are federally funded or not.



Students of Color



Source: Washington Office of Superintendent of Public Instruction Report Card. Kirkland (2019/2020 data).



education

In cooperation with the Lake Washington School District, the education element improves safe walking and bicycling skills for all students and community members.



Serious traffic injuries and deaths are preventable and can be reduced through education and roadway design. Kirkland strives for every child and adult to have a solid understanding of roadway safety rules.

Goal

Kirkland will cooperate with the Lake Washington School District to expand pedestrian and bicycle education programs at middle schools, special events, and neighborhood picnics. Staff will look for opportunities to facilitate additional educational events each year.

Action Plan

- Make crosswalk education a top priority. Promote proper use of crosswalk flags and rapid flashing beacons.
- Look for opportunities to partner with community organizations and key stakeholders to promote roadway safety rules and skills for all modes of transportation, including:
 - o Prioritize communities with low-income students, students of color, and students with disabilities.
 - o Develop and distribute informational materials to parents and students.
 - o Translate educational material into languages appropriate for the demographics of the intended population.
 - o Create and promote short, fun safety videos.
- Implement Vision Zero programs educating drivers about roadway safety rules.
- Promote safety apps for smartphones and computers like PedSafe, (<https://pedsafe.net/>) which turns a smartphone into a flashing beacon, and Watchout, (<https://www.simplerstudios.com/>) which shows drivers where to be particularly alert because of crashes involving people walking and biking.
- Create and promote school drop-off / pick-up circulation maps to help awareness of safety protocols at each school. Include 'park and walk' sites to reduce congestion in and around schools. Include King County's Community Mobility Hub locations for connecting both students and their parents/caregivers with alternative transportation options.
- Cooperate with the Lake Washington School District on the 2019-2021 Safe Routes to School Curriculum Grant from the Washington State Department of Transportation.



King County Metro produces and translates Walking Safety Tip Sheets for parents and caregivers.



encouragement

Encouragement strategies are about getting more students walking and biking to and from school. Encouragement strategies also promote riding the bus and carpooling as simple, safe, cost-effective, and environmentally friendly options.



Walking and biking to school benefits children's physical and social health and embraces Kirkland's vision of having walkable, bikeable, and friendly neighborhoods. Busing and carpooling reduces congestion in and around schools and reduces transportation costs for both parents and the school district. Kirkland strives to reduce the number of students being driven to and from school in family vehicles.

Goal

[Transportation Master Plan Policies \(2015\):](#)

Action T-1.6.2: Increase the number of children who walk to school by helping school communities develop and implement programs.

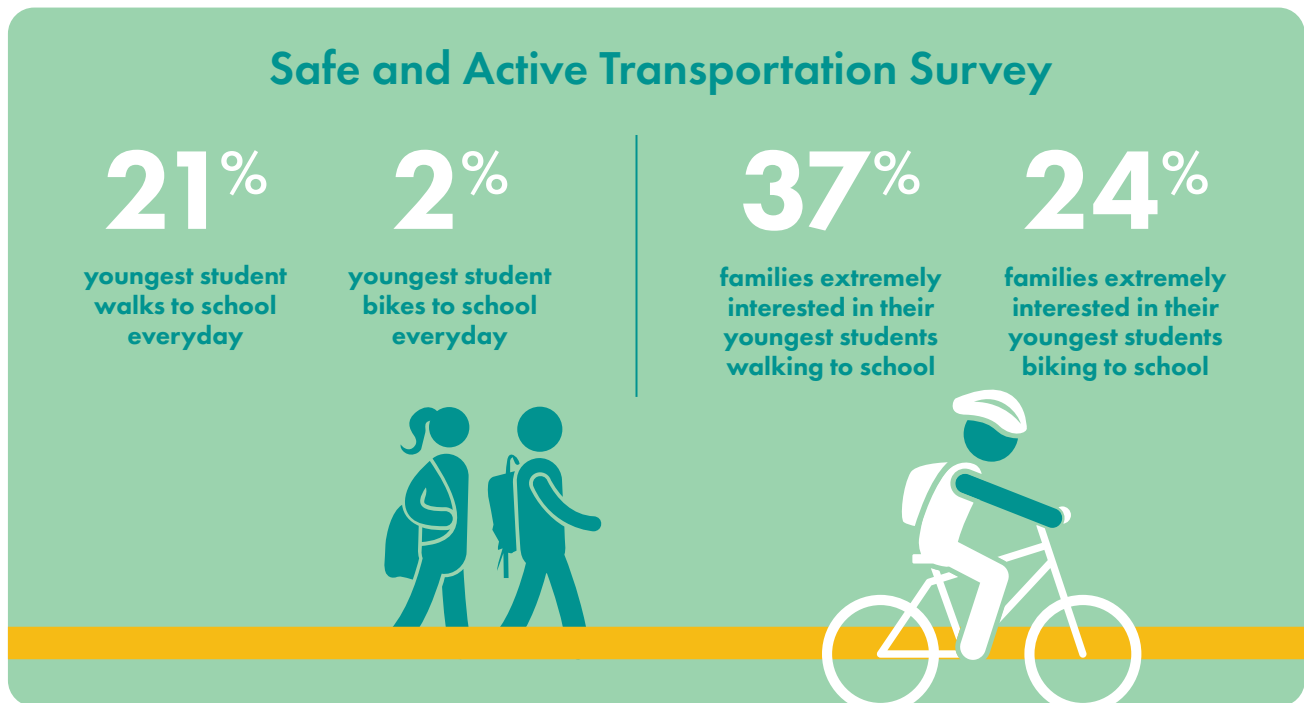
Washington State Department of Transportation's Safe Routes to School Program observed a 20% increase in walking and biking at schools where they funded projects and monitored results. Kirkland will strive to reduce the number of family vehicles being driven to and from schools at drop-off and pick-up times.

Action Plan

- Prioritize, plan, and implement walking and biking campaigns for schools with higher proportions of low-income families, students of color, and students with disabilities.
- Look for opportunities to partner with community organizations and key stakeholders to promote roadway safety rules and skills for all modes of transportation.
 - o Work with the Lake Washington School District to select at least one school in each category (elementary, middle, high, alternative) to test various incentive programs. The schools should be selected from the equity impact analysis and/or schools with

recently completed walk or bike infrastructure improvements.

- Work with Lake Washington School District, PTAs, and volunteers to conduct and test the effectiveness of various incentive programs.
- Establish a general baseline for the number of students who walk, bike, carpool, bus (Metro or school bus) and ride/drive family vehicles to school.
- Experiment with various incentive programs at the selected schools to determine the most effective incentives.
- Incorporate the most effective techniques and lessons learned into the ongoing Safer Routes to School Action Plan strategies.
- Work with community agencies like King County's SchoolPool, Cascade Bicycle Club, and Lake Washington School District in Walk and Bike to School promotional events in October and May. Continue to work with PTAs and school administrations to expand the campaigns to middle and high schools.
- Promote walking school buses and bike trains.
- Work with parents and PTAs to evaluate smartphone and computer apps like Ride Share, Pogorides, GoKids, CarpooltoSchool, and HopSkipDrive. Promote the apps that are most effective and easy to use.
- Create and promote short, fun videos featuring young people walking, biking, carpooling, and riding the bus to school.



Source: Kirkland's 2019/2020 Nonscientific Safe and Active Transportation Survey.



enforcement

Enforcement activities increase the safety of students walking and biking to school by targeting unsafe driving behavior. Such behavior includes speeding, failing to yield to pedestrians and bicyclists, illegal parking, and illegal turns in school areas.

When people drive faster, they increase the risk of collisions that result in serious injuries and fatalities. Kirkland is committed to deterring unsafe driver behaviors and encouraging safe habits by people walking, bicycling, and driving to school.

Goal

Vision Zero is Kirkland's goal for zero fatalities and serious injuries on our streets. An important component of deterring unsafe behavior is a trusting police/community relationship. The Kirkland Police Department strives to continually build meaningful community relationships as a means of monitoring and enforcing traffic laws.



Source: Insert by Toole Design Group

1. Braking distances do not account for braking reaction time.

2. AASHTO Green Book—A Policy on Geometric Design of Highways and Streets, 7th Edition. American Association and Highway Transportation Officials, 2018.

3. Tefft, Brian C. Impact speed and a pedestrian's risk of severe injury or death. Accident Analysis & Prevention. 50. 2013.

Action Plan

- Utilize the School Resource Officer program in middle schools. Foster positive relationships between police officers and young people by helping with classroom walk and bike curriculum.
- Conduct speed studies near fourteen schools. Consider adding school zone safety cameras at sites that have the highest traffic volumes and speeds. Revenues above operational expenses from school zone safety cameras should be directed to street, pedestrian, bicycle, and traffic improvement projects near schools (as per Ordinance 4681 approved by the City Council on March 5, 2019).
- Consider automated school bus cameras that detect and photograph vehicles attempting to pass stopped school buses. Revenues above operational expenses from automated school bus cameras can be directed to street, pedestrian, bicycle, and traffic improvement projects near schools.
- Replace and add school zone signage for middle and elementary schools to meet City standards.
- Continue to recruit volunteers for the Pedestrian Flag Program with the goal of having flags at all crosswalks adjacent to schools.
- Consider testing the concept of "[School Streets](http://schoolstreets.org.uk/)" (<http://schoolstreets.org.uk/>). A School Street is a road adjacent to a school with a temporary restriction on motorized traffic to prioritize safe walking and biking conditions during drop-off and pick-up times. The restriction applies to school traffic and through traffic. If successful, consider expanding the program to more schools.
- Increase police traffic patrol in areas with chronic speeding and traffic safety violations.
- Coordinate closely between Traffic Enforcement (Police), the Transportation Division (Public Works), and the Capital Projects Division (Public Works) to address safety concerns with physical improvements.

The City will carry out speed studies on streets near fourteen schools. The locations were selected based upon past speed studies and input from the public and Police Department. The Neighborhood Traffic Control Program handles all other speeding mitigation requests as part of the ongoing program.

Under Washington state law, high schools do not have school zones and therefore are not included in the study.

Table 1: Anticipated Speed Study Sites

School	Street
Thoreau Elementary	84 th Avenue NE
Sandburg Elementary	84 th Avenue NE
Juanita Elementary	NE 132 nd Street
Twain Elementary	NE 95 th Street
Franklin Elementary	NE 60 th Street
Lakeview Elementary	State Street
Peter Kirk Elementary	6 th Street
Bell Elementary	NE 112 th Street
Keller Elementary	108 th Avenue NE
Frost Elementary	NE 140 th Street
Kirkland Middle	NE 18 th Street
Finn Hill Middle	84 th Avenue NE
Rose Hill Elementary	NE 80 th Street
Muir Elementary & Kamiakin Middle	132 nd Avenue NE



engineering

Engineering efforts include the design and implementation of traffic control devices and physical improvements to make walking, biking, and busing to school safer, more convenient, and comfortable.

Thorough community and engineering assessment of the barriers for walking and biking to school is critical to the success of Kirkland's Safer Routes to School Action Plans.

Goal

Kirkland's Comprehensive Plan and Neighborhood Plans have goals and objectives calling for completing a safe network of sidewalks, bicycle facilities, trails, and crossings to make active transportation a first choice for many trips. The [Transportation Master Plan \(2015\)](#) includes the following policy and action related to walking to school:

Policy T-1.6: Make it safe and easy for children to walk to school and other destinations.

Action T-1.6.1: Plan and prioritize school walk route projects.

Action Plan

- Continue Kirkland's commitment to complete sidewalks one side of all arterials and collectors with priority given to School Walk Routes on arterials and collectors.
- Leverage existing local, state, and federal funding to implement pedestrian infrastructure improvements recommended in the Action Plans.
- Allocate revenues above the operational



Example of routes to school drawn by parents and students at walk and bike to school event.

expenses from school safety cameras to street, pedestrian, bicycle, and traffic improvement projects near schools.

- Coordinate with the Active Transportation Plan to update design standards to make it easier to do low-cost interim safety improvements.
- Conduct traffic circulation studies in and around eleven schools with chronic circulation issues. Update engineering recommendations from the circulation studies. Coordinate with the Lake Washington School District to implement recommended improvements.
 - o Thoreau at 8224 NE 138th Street
 - o Finn Hill Middle at 8040 NE 132nd Street
 - o Sandburg at 12801 84th Ave NE
 - o Juanita at 9635 NE 132nd Street
 - o Twain at 9525 130th Ave NE
 - o Rose Hill at 8110 128th Ave NE

- o Ben Franklin at 12434 NE 60th Street
- o Lakeview at 10400 NE 68th Street
- o Peter Kirk at 1312 6th Street
- o Bell at 11212 NE 112th Street
- o International Community School at 11133 NE 65th Street

Safer Routes to School Action Plans infrastructure recommendations are listed by neighborhood. The project recommendations will be updated periodically. Throughout the city, there are 133 recommended projects.

- 40 Enhance Crossings
- 6 Enhance Crossings on Multilane Streets
- 12 Enhance Crosswalk Lighting
- 75 Install Sidewalks

Safer Routes to School Action Plans Walk Recommendations do not include the following.

- Projects related to biking: Recommendations for bike improvements are part of the Citywide bike network. Bike network recommendations for schools will be included in the upcoming Active Transportation Plan update.
- Trail connections: Proposed new trails benefiting walking and biking to school are identified in the Citywide Connections Map approved by the City Council in 2019.
- Walkways behind extruded curbs: Asphalt walking surfaces separated from roadways by a curb or planter strip are considered acceptable, except when the surface or width is sub-standard.
- Sidewalk maintenance: Sidewalk conditions reported in the 2015 Sidewalk Inventory Analysis are addressed separately through routine Public Works maintenance and the Capital Improvement Program.
- Washington State Department of Transportation Projects: Multi-modal connections between downtown and the future Bus Rapid Transit Station at I-405/NE 85th Street are not included.
- Study locations: Recent multi-modal transportation study locations (for example, Homes Point Drive) are not included.

The following factors in the Transportation Master Plan were used to prioritize recommended projects in the Safer Routes to School Action Plans.



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evaluation

Evaluation includes collecting information and tracking data over time to measure the effectiveness of methods and practices in the Safer Routes to School Action Plans.

Measurements are used to determine if goals are being met and to ensure that resources are directed toward efforts that show the greatest likelihood of success. Mid-course corrections can be made to improve the chances of success.

Action Plan Activities and Objectives

The following table outlines the selected activity to be measured in the evaluation phase of the Safer Routes to School Action Plans.

Table 2: Action Plan Activities and Objectives

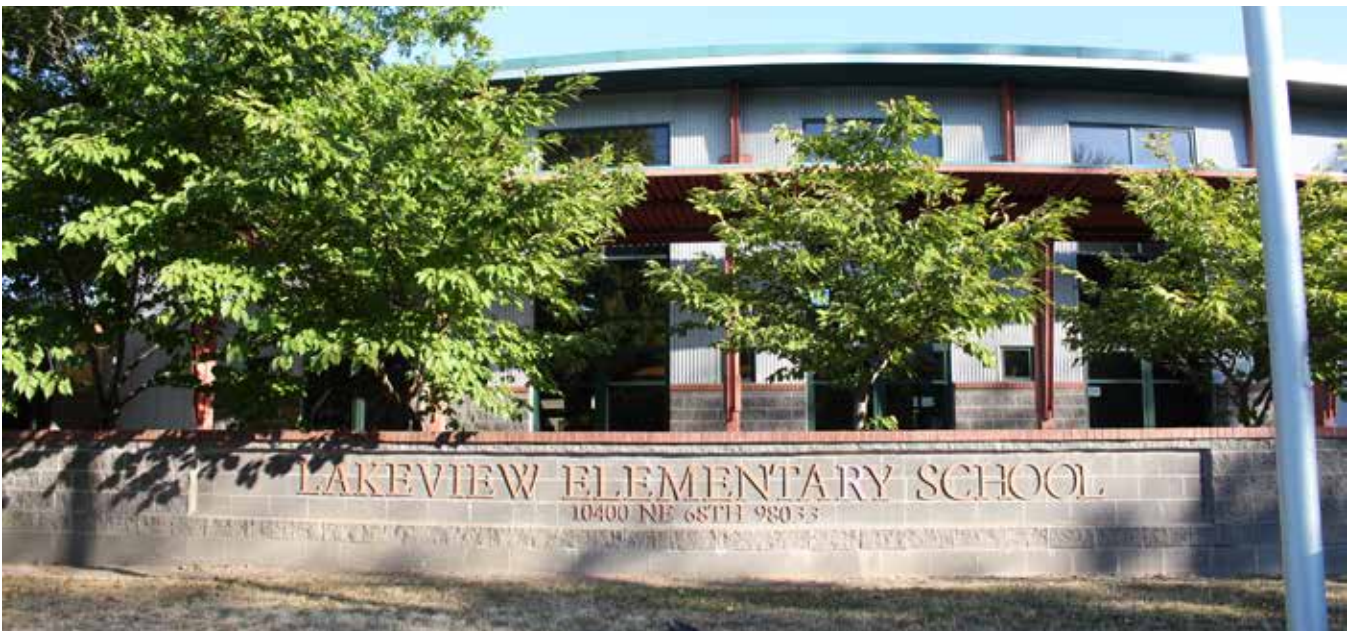
OBJECTIVES		
Activity	What will be done	What change is expected
Equity Impact Assessment	Annually review school demographics from the Washington Office of Superintendent of Public Instruction publications (https://washingtonstatereportcard.ospi.k12.wa.us/) .	Continue progress on identifying and dismantling potential unintended impacts and/or barriers to participation to ensure safe, healthy, and fair outcomes for low-income students, students of color, and students with disabilities.
Capital Projects	Annually review school demographics from the Washington Office of Superintendent of Public Instruction publications (https://washingtonstatereportcard.ospi.k12.wa.us/) .	Use school demographic information to give priority to improvements benefiting schools with more low-income students, students of color, and students with disabilities.
School Zone Signage	Complete a thorough evaluation of school zone signage.	Update all school zone signage to meet City standards. Continue to monitor and maintain signs.

OBJECTIVES		
Activity	What will be done	What change is expected
Speed Studies	Conduct speed studies and consider school zone safety cameras to help with enforcement where speeds and volumes are highest. Revenues above operational expenses from school zone safety cameras will be directed to street, pedestrian, bicycle, and traffic improvement projects near schools.	Reduce speeding and improve safety in school zones.
Traffic Circulation Studies	Obtain aerial video imagery during drop-off and pick-up times to study and make recommendations for circulation improvements. Update engineering recommendations where appropriate. Coordinate with the Lake Washington School District to implement recommended improvements.	Reduce congestion and increase predictability and safety of all modes of transportation.
Crosswalk Flags	Work with the PTAs and parents to recruit volunteers to maintain crosswalk flags so that flags can be added to sites near schools.	Reduce injuries and increase crosswalk safety adjacent to schools.
Special Events	Support a Safer Routes to School booth or facilitate interactive activities like a bike rodeo at community events to improve safety skills and promote walking, biking, carpooling and riding the bus to school.	Increase the number of students walking, biking, carpooling, and riding the bus to school. Reduce pedestrian and bicycle crashes.
Walk and Bike to School Events in October and May	Partner with PTAs, local agencies, and Lake Washington School District to implement walking and biking campaigns at elementary, middle, and high schools. Develop and distribute informational material to parents and students. Translate educational material into languages appropriate for the demographics of the intended population.	Increase the number of students walking, biking, carpooling, and riding the bus to school.
Sidewalk Improvements	Complete sidewalks on at least one side of arterial and collector streets within school walk areas.	Improve safety and convenience for students walking and biking to school.
Crosswalk Improvements	Enhance crossings on arterial and collector streets within school walk areas.	Improve safety for students crossing arterial and collector streets.

Central Houghton



Lake Washington High School



Lakeview Elementary School

Table 3: Central Houghton Neighborhood Snapshot

	SCHOOLS SERVING THE NEIGHBORHOOD*		
	Lakeview Elementary School	Lake Washington High School	Washington State
Total households within school's walk area	424	941	-
Total number of students attending	558	1,779	-
Students from low-income families	14.2%	14.1%	45.3%
Students with disabilities	9.9%	9.3%	14.4%
English Language Learners	15.9%	4.5%	11.7%
Hispanic/ Latino of any race(s) students	11.3%	12.7%	24.0%
American Indian/ Alaskan Native students	0.0%	0.1%	1.3%
Asian students	18.3%	12.5%	8.0%
Black/ African American students	3.2%	2.4%	4.4%
Native Hawaiian/ Other Pacific Islander students	0.2%	0.0%	1.2%
White students	56.6%	63.8%	52.6%
Students of Two or More Races	10.4%	8.6%	8.6%

*Schools with Lake Washington School District designated walk areas within the neighborhood.

Source: Washington Office of Superintendent of Public Instruction Report Card (2019/2020 data).

Recent Infrastructure Projects

SIDEWALK: On the south side of NE 52nd Street between 108th Ave NE and Lake Washington Boulevard NE.

IMPROVED CONNECTION: From NE 60th Street to the Cross Kirkland Corridor.

RAPID FLASHING BEACON: On 108th Avenue NE at 62nd Street.

TRAIL CONNECTION: On the Cross Kirkland Corridor at NE 53rd Street.

ALTERNATIVE SCHOOLS IN THE NEIGHBORHOOD

Community School
Emerson High School
Emerson K-12
International Community School

Schools

- Lakeview Elementary School at State Street
- Lake Washington High School at NE 80th Street

Infrastructure projects are described on the following pages

Map 1: Central Houghton

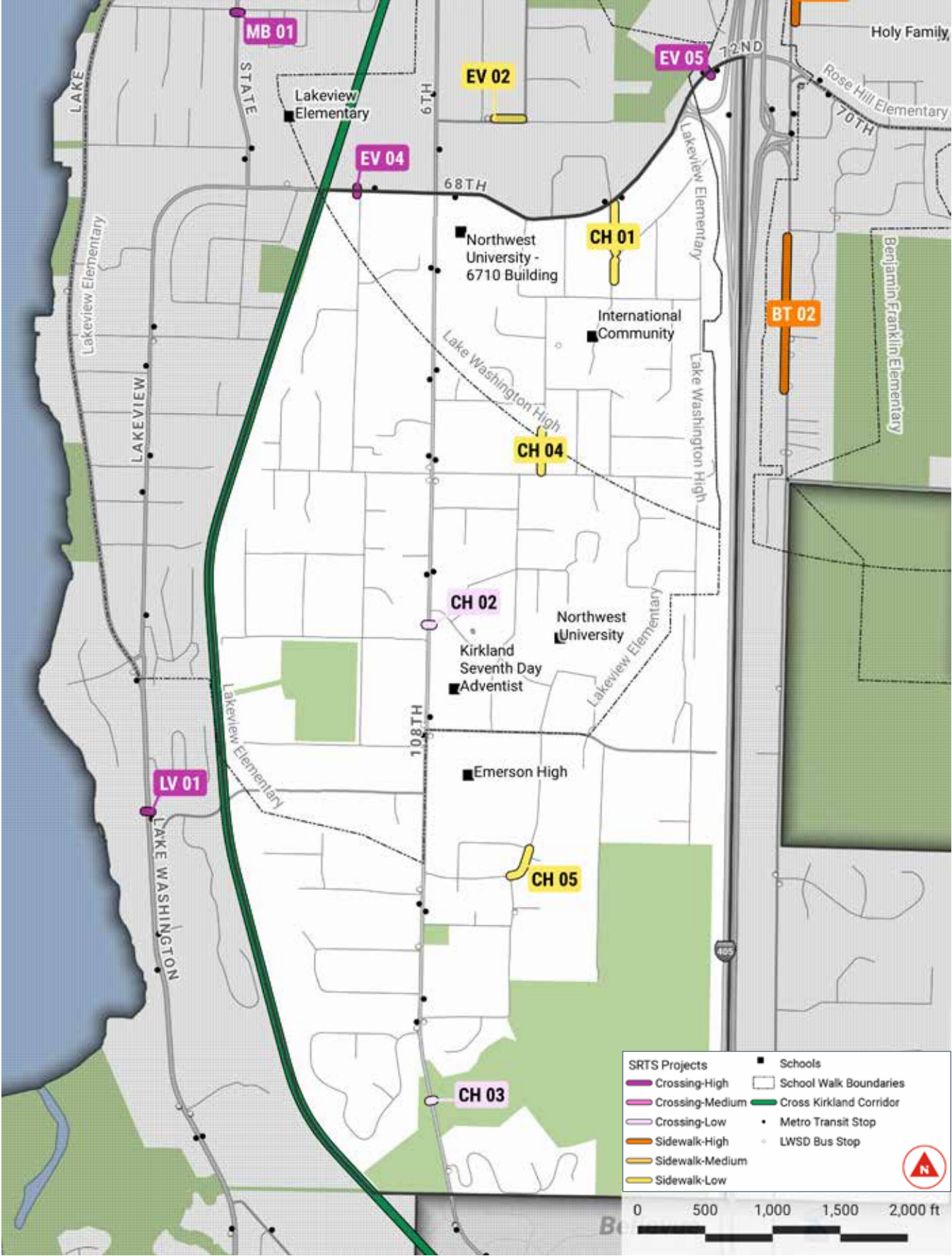


Table 4: Central Houghton Prioritization Table

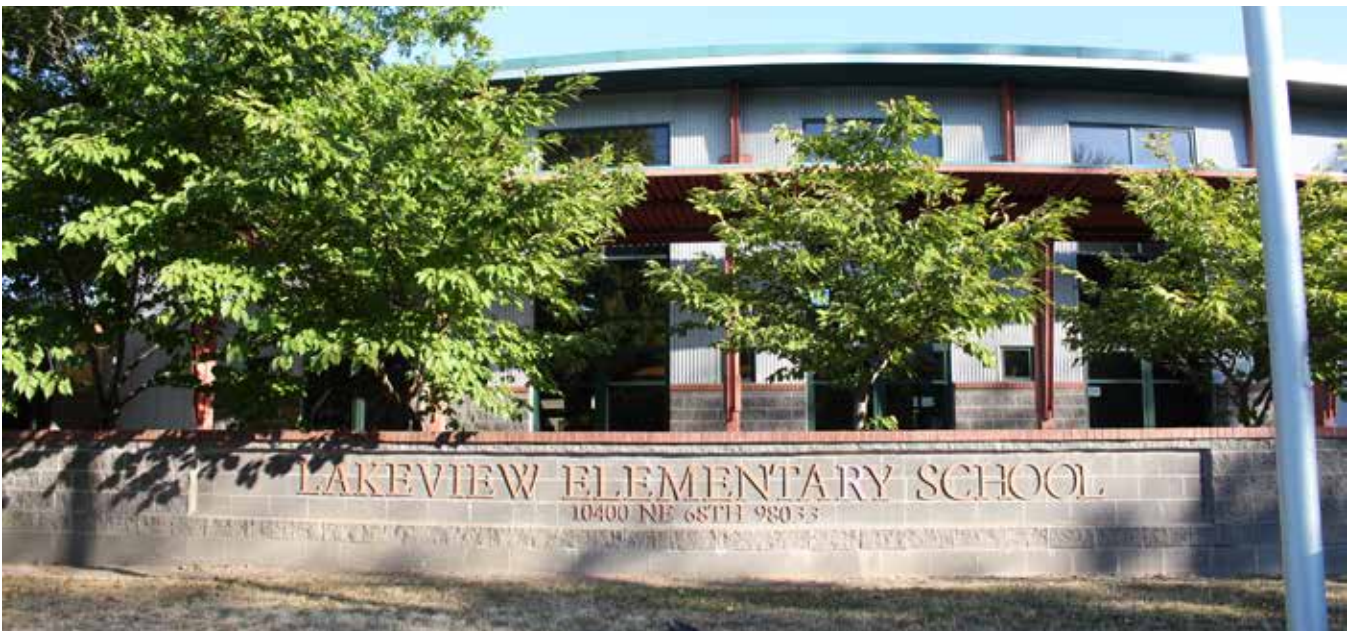
Project ID	Project Type	Location	Priority
CH 01	Sidewalk	112th Ave NE from NE 65th St to NE 68th St	Low
CH 02	Enhance crossing	108th Ave NE north of NE 55th St	Low
CH 03	Enhance crosswalk lighting	108th Ave NE south of NE 44th St	Low
CH 04	Sidewalk	111th Ave NE from NE 60th St to NE 62nd St	Low
CH 05	Sidewalk	111th Ave NE from 110th Ave NE to NE 49th St	Low

**CH 01** Sidewalk: 112th Avenue NE from NE 65th Street to NE 68th Street**CH 03** Enhance crosswalk: 108th Avenue NE south of NE 44th Street

Everest



Lake Washington High School



Lakeview Elementary School

Table 5: Everest Neighborhood Snapshot

		SCHOOLS SERVING THE NEIGHBORHOOD*		
		Lakeview Elementary School	Lake Washington High School	Washington State
Total households within school's walk area		447	665	-
Total number of students attending		558	1,779	-
Students from low-income families		14.2%	14.1%	45.3%
Students with disabilities		9.9%	9.3%	14.4%
English Language Learners		15.9%	4.5%	11.7%
RACE & ETHNICITY	Hispanic/ Latino of any race(s) students	11.3%	12.7%	24.0%
	American Indian/ Alaskan Native students	0.0%	0.1%	1.3%
	Asian students	18.3%	12.5%	8.0%
	Black/ African American students	3.2%	2.4%	4.4%
	Native Hawaiian/ Other Pacific Islander students	0.2%	0.0%	1.2%
	White students	56.6%	63.8%	52.6%
	Students of Two or More Races	10.4%	8.6%	8.6%

*Schools with Lake Washington School District designated walk areas within the neighborhood.

Source: Washington Office of Superintendent of Public Instruction Report Card (2019/2020 data).

Recent Infrastructure Projects

SIDEWALK: On the west side of 6th Street between 9th Street and the Cross Kirkland Corridor.

GRAVEL WALKWAY: Along 8th Street South and Railroad Ave to the Cross Kirkland Corridor.

INTERSECTION IMPROVEMENTS: On Kirkland Way and Railroad Avenue.

RADAR SPEED SIGNS: On Kirkland Way at the Cross Kirkland Corridor.

Schools

- Lakeview Elementary School at State Street
- Lake Washington High School at NE 80th Street

Infrastructure projects are described on the following pages

Map 2: Everest

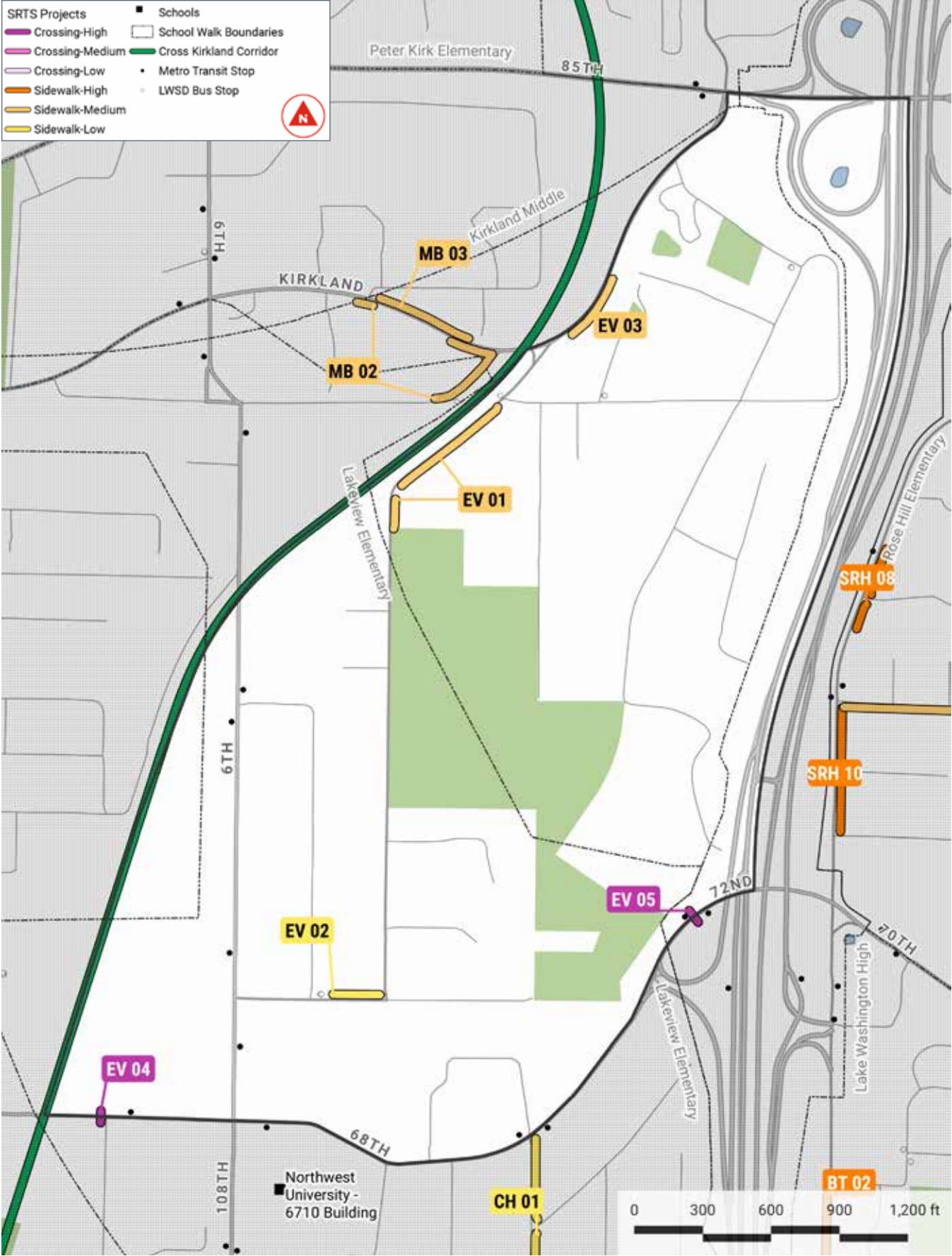


Table 6: Everest Prioritization Table

Project ID	Project Type	Location	Priority
EV 01	Sidewalk	Railroad Ave from 8th St S to Kirkland Ave	Medium
EV 02	Sidewalk	9th Ave from 8th St S to 7th St S	Low
EV 03	Sidewalk	Kirkland Way east of Cross Kirkland Corridor	Medium
EV 04	Enhance crossing	NE 68th St at 106th Ave NE	High
EV 05	Enhance crosswalk lighting	NE 72nd Pl north of S I-405 Offramp	High

**EV 04** Enhance crossing: NE 68th Street at 106th Avenue NE**EV 05** Enhance crosswalk lighting: NE 72nd Place north of S I-405 Offramp

Evergreen Hill/Kingsgate



Muir Elementary School



Kamiakin Middle School



Frost Elementary School



Juanita High School

Table 7: Evergreen Hill/Kingsgate Neighborhood Snapshot

	SCHOOLS SERVING THE NEIGHBORHOOD*				
	Muir Elementary School	Frost Elementary School	Kamiakin Middle School	Juanita High School	Washington State
Total households within school's walk area	2,644	1,788	4,189	473	-
Total number of students attending	425	441	603	1,543	-
Students from low-income families	30.6%	33.6%	27.9%	22.9%	45.3%
Students with disabilities	425	12.7%	13.6%	11.3%	14.4%
English Language Learners	24.2%	22.7%	10.3%	7.3%	11.7%
Hispanic/ Latino of any race(s) students	16.7%	29.7%	18.7%	15.0%	24.0%
American Indian/ Alaskan Native students	0.5%	0.5%	0.7%	0.2%	1.3%
Asian students	27.3%	6.6%	22.4%	17.0%	8.0%
Black/ African American students	3.3%	3.3%	2.5%	3.4%	4.4%
Native Hawaiian/ Other Pacific Islander students	0.2%	0.5%	0.2%	0.2%	1.2%
White students	42.6%	49.9%	43.9%	55.0%	52.6%
Students of Two or More Races	9.4%	9.3%	11.6%	9.1%	8.6%

*Schools with Lake Washington School District designated walk areas within the neighborhood.

Source: Washington Office of Superintendent of Public Instruction Report Card (2019/2020 data).

Recent Infrastructure Projects

RAPID FLASHING BEACON: On NE 132nd Street at 121st Avenue NE.

RAPID FLASHING BEACON: On NE 132nd Street at 129th Place NE.

CROSSWALK ISLAND: On 124th Avenue NE at 142nd Place.

RADAR SPEED SIGNS: On NE 143rd Street at 132nd and 128th Avenue NE.

Schools

- Muir Elementary School at 132nd Avenue NE
- Frost Elementary School at NE 140th Street
- Kamiakin Middle School at 132nd Avenue NE
- Juanita High School at NE 132nd Street

Infrastructure projects are described on the following pages

Map 3: Evergreen Hill/Kingsgate

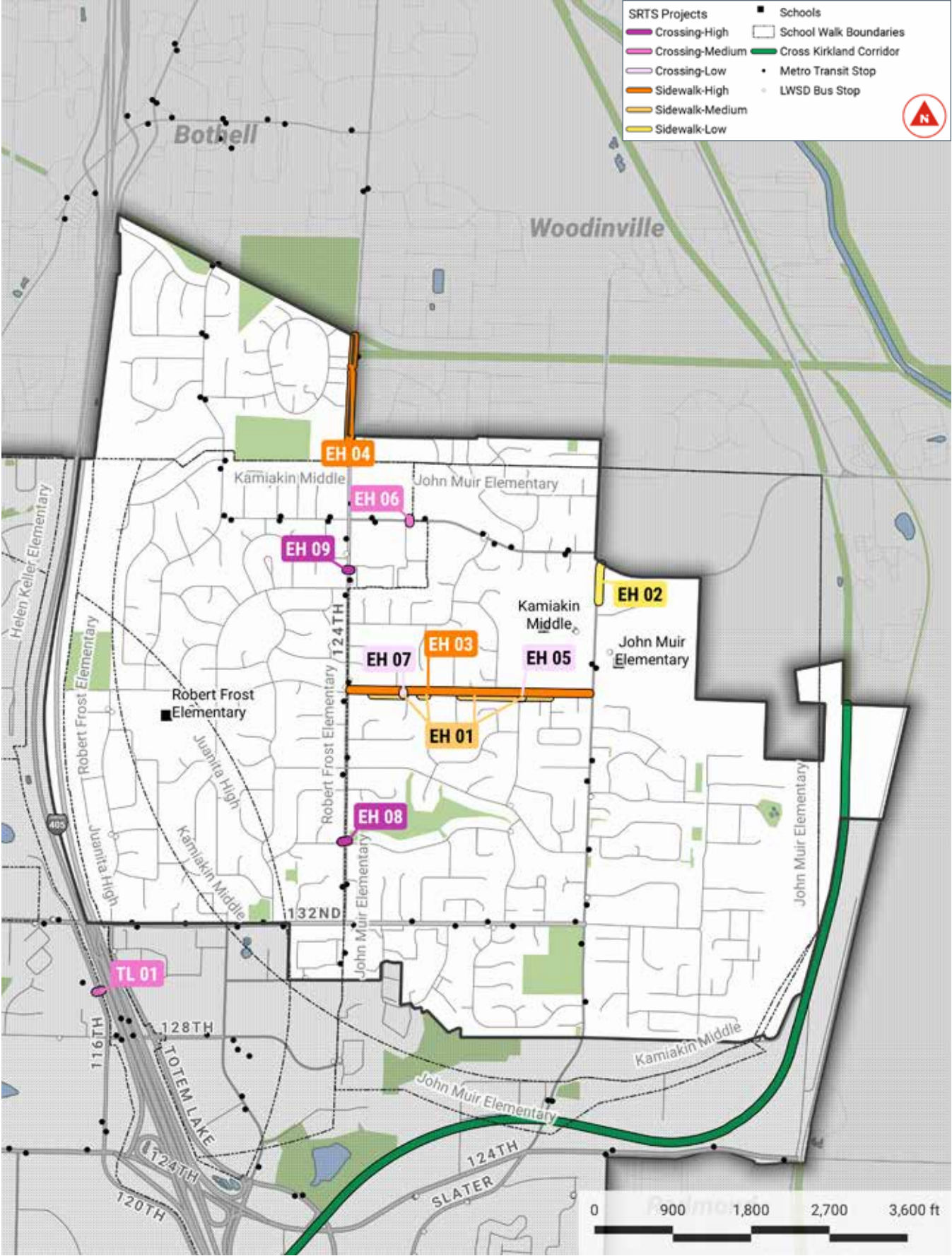


Table 8: Evergreen Hill/Kingsgate Prioritization Table

Project ID	Project Type	Location	Priority
EH 01	Sidewalk	NE 140th St from 131st Ave NE to 124th Ave NE	Medium
EH 02	Sidewalk	132nd Ave NE from north of NE 142nd Pl to NE 143rd Pl	Low
EH 03	Sidewalk	NE 140th St from 124th Ave NE to 132nd Ave NE	High
EH 04	Sidewalk	124th Ave NE from NE 145th St to city limits	High
EH 05	Enhance crosswalk lighting	NE 140th St at 129th Pl NE	Low
EH 06	Enhance crosswalk lighting	NE 144th St at 126th Ave NE	Medium
EH 07	Enhance crosswalk lighting	NE 140th St at 126th Ave NE	Low
EH 08	Enhance crossing	124th Ave NE at NE 134th Pl	High
EH 09	Enhance crossing	124th Ave NE at NE 143rd St	High

**EH 09** Enhance crossing: 124th Avenue NE at NE 143rd Street**EH 04** Sidewalk: 124th Avenue NE from NE 145th Street to city limits

Finn Hill



Sandburg Elementary School



Finn Hill Middle School



Thoreau Elementary School



Juanita Elementary School



Juanita High School

Table 9: Finn Hill Neighborhood Snapshot

		SCHOOLS SERVING THE NEIGHBORHOOD*					
		Sandburg Elementary School	Thoreau Elementary School	Juanita Elementary School	Finn Hill Middle School	Juanita High School	Washington State
Total households within school's walk area		1,170	2,166	919	3,672	782	-
Total number of students attending		467	481	402	677	1,543	-
Students from low-income families		5.8%	15.4%	18.2%	18.9%	22.9%	45.3%
Students with disabilities		15.6%	12.7%	15.4%	11.8%	11.3%	14.4%
English Language Learners		10.5%	10.4%	14.2%	11.2%	7.3%	11.7%
RACE & ETHNICITY	Hispanic/ Latino of any race(s) students	10.5%	11.0%	18.2%	14.6%	15.0%	24.0%
	American Indian/ Alaskan Native students	0.0%	0.2%	0.0%	0.0%	0.2%	1.3%
	Asian students	12.2%	16.0%	14.9%	8.4%	17.0%	8.0%
	Black/ African American students	1.1%	0.6%	3.0%	2.5%	3.4%	4.4%
	Native Hawaiian/ Other Pacific Islander students	0.4%	0.2%	0.2%	0.3%	0.2%	1.2%
	White students	64.7%	59.3%	54.7%	63.2%	55.0%	52.6%
	Students of Two or More Races	11.1%	12.7%	9.0%	10.9%	9.1%	8.6%

*Schools with Lake Washington School District designated walk areas within the neighborhood.

Source: Washington Office of Superintendent of Public Instruction Report Card (2019/2020 data).

Recent Infrastructure Projects

SIDEWALK: On the south side of NE 132nd Street between 84th Avenue NE and 87th Avenue NE.

CROSSWALK MARKINGS: Along NE 145th Street at 84th Avenue NE, 88th Avenue NE, and 92nd Avenue NE.

RAPID FLASHING BEACON: On Juanita Drive at NE 137th Street connecting Big Finn Hill Park trails.

CROSSWALK AND CURB: Along 84th Ave NE from NE 139th Street to NE 141st Street.

Schools

- Sandburg Elementary School at 84th Avenue NE
- Thoreau Elementary School at 84th Avenue NE
- Juanita Elementary School at NE 132nd Street
- Finn Hill Middle School at 84th Avenue NE
- Juanita High School at NE 132nd Street

Infrastructure projects are described on the following pages

ALTERNATIVE
SCHOOLS
IN THE
NEIGHBORHOOD

Discovery Community
School

Environmental &
Adventure School

Map 4: Finn Hill

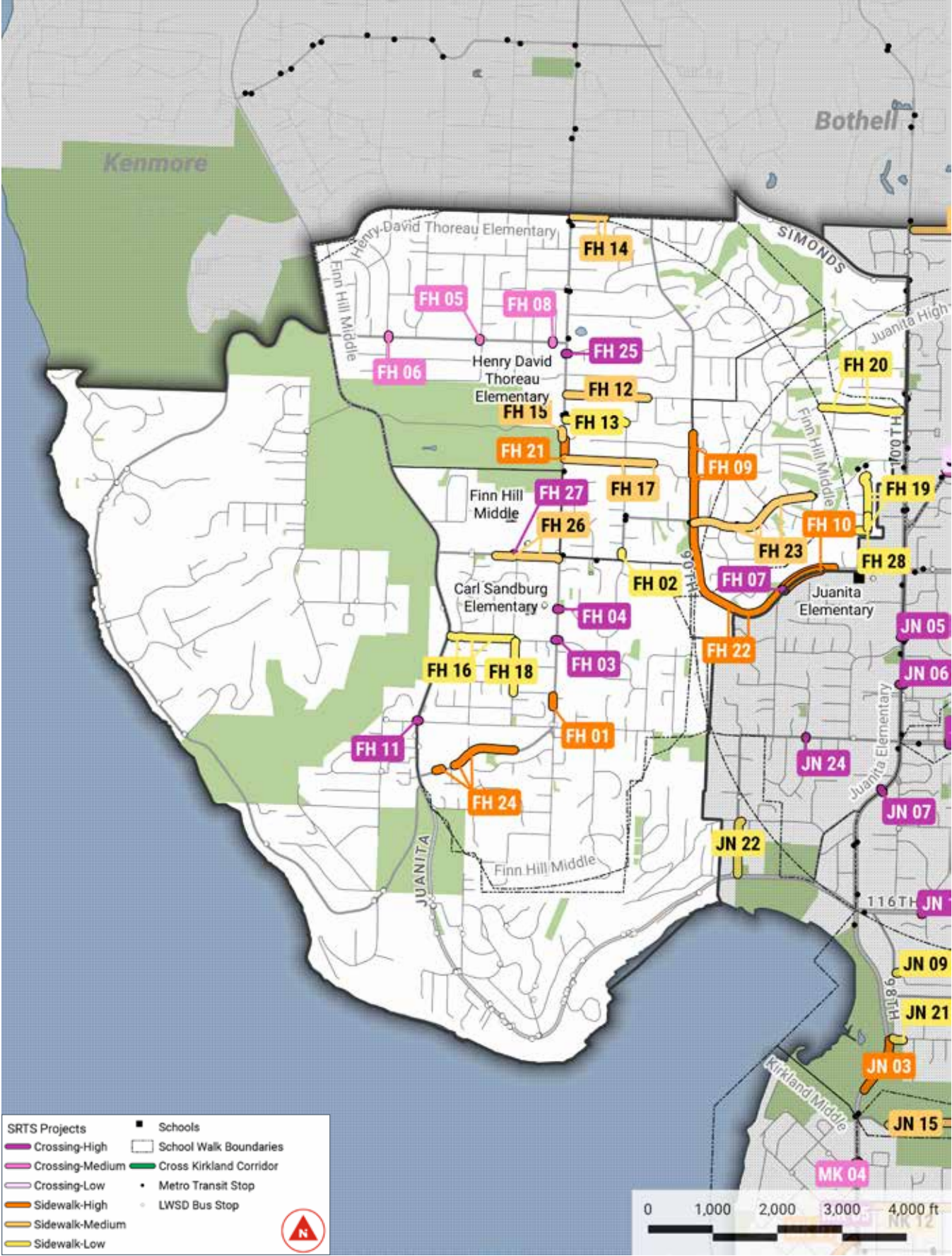


Table 10: Finn Hill Prioritization Table

Project ID	Project Type	Location	Priority
FH 01	Sidewalk	84th Ave NE south of NE 125th Pl	High
FH 02	Sidewalk	87th Ave NE north of NE 132nd St	Low
FH 03	Enhance crossing	84th Ave NE at NE 128th St	High
FH 04	Enhance crossing	84th Ave NE at NE 129th Pl	High
FH 05	Enhance crossing	NE 141st St at 80th Ave NE	Medium
FH 06	Enhance crossing	NE 141st St at 75th Ave NE	Medium
FH 07	Enhance crossing	NE 131st Way at 94th Ave NE	High
FH 08	Enhance crossing	NE 141st St at 83rd Pl NE	Medium
FH 09	Sidewalk	90th Ave NE from NE 134th St to north of NE 137th Pl	High
FH 10	Sidewalk	NE 131st Way from 94th Ave NE to approx 9600 Block	High
FH 11	Enhance crossing	Juanita Dr NE at NE 124th St	High
FH 12	Sidewalk	NE 139th St from 84th Ave NE to east of 87th Ave NE	Medium
FH 13	Sidewalk	NE 138th St from 84th Ave NE to 87th Ave NE	Low
FH 14	Sidewalk	NE 145th St from NE 84th Ave to NE 85th Ave	Medium
FH 15	Sidewalk	84th Ave NE from NE 137th Ct to NE 138th St	Medium
FH 16	Sidewalk	NE 128th St from Juanita Dr to 82nd Ave NE	Low
FH 17	Sidewalk	NE 137th St from 84th Ave NE to 88th Pl NE	Medium
FH 18	Sidewalk	82nd Ave NE from NE 125th Ct to NE 128th St	Low
FH 19	Sidewalk	98th Ave NE from NE 134th St to south of NE 136th St	Low
FH 20	Sidewalk	NE 139th St from 100th Ave NE to west of 97th Ave NE	Low
FH 21	Sidewalk	84th Ave NE from NE 137th St to NE 137th Ct	High
FH 22	Sidewalk	NE 131st Way/NE 90th St from 97th Ave NE to NE 134th St	High
FH 23	Sidewalk	NE 134th St/NE 135th St/NE 136th St from 90th Ave NE to 95th Ave NE	Medium
FH 24	Sidewalk	NE 122nd Pl from Juanita Dr to 84th Ave NE	High
FH 25	Enhance crossing	84th Ave NE at NE 141st St	High
FH 26	Sidewalk	NE 132nd St from 84th Ave NE to east of 82nd Ave NE	Medium
FH 27	Enhance crosswalk lighting	NE 132nd St at 82nd Ave NE	High
FH 28	Sidewalk	98th Ave NE from NE 134th St to south of NE 136th St	Low



FH 22 Sidewalk: NE 131st Way/NE 90th St from 97th Ave NE to NE 134th St



FH 11 Enhance crossing: Juanita Drive NE at NE 124th Street



FH 10 Sidewalk: NE 131st Way from 94th Ave NE to approx 9600 block



FH 27 Enhance crosswalk lighting: NE 132nd Street at 82nd Avenue NE



FH 25 Enhance crossing: 84th Avenue NE at NE 141st Street



FH 04 Enhance crossing: 84th Avenue NE at NE 129th Place

Highlands



Kirk Elementary School



Kirkland Middle School

Table 11: Highlands Neighborhood Snapshot

	SCHOOLS SERVING THE NEIGHBORHOOD*		
	Kirk Elementary School	Kirkland Middle School	Washington State
Total households within school's walk area	1,066	1,066	-
Total number of students attending	636	619	-
Students from low-income families	4.7%	10.3%	45.3%
Students with disabilities	8.6%	11.0%	14.4%
English Language Learners	9.4%	5.5%	11.7%
Hispanic/ Latino of any race(s) students	7.5%	9.2%	24.0%
American Indian/ Alaskan Native students	0.0%	0.2%	1.3%
Asian students	15.9%	12.6%	8.0%
Black/ African American students	1.6%	3.1%	4.4%
Native Hawaiian/ Other Pacific Islander students	0.2%	0.0%	1.2%
White students	61.0%	67.5%	52.6%
Students of Two or More Races	13.8%	7.4%	8.6%

*Schools with Lake Washington School District designated walk areas within the neighborhood.

Source: Washington Office of Superintendent of Public Instruction Report Card (2019/2020 data).

Recent Infrastructure Projects

SIDEWALK: On the west side of 111th Avenue NE from NE 100th to 104th Streets.

STAIRS AND BRIDGE CONNECTION: From 116th Avenue NE to the Cross Kirkland Connector.

TRAIL CONNECTION: At the end of 111th Avenue NE to the Cross Kirkland Connector.

ADA RAMP: At Forbes Creek Park.

Schools

- Kirk Elementary School at 6th Street
- Kirkland Middle School at NE 18th Street

Infrastructure projects are described on the following pages

Map 5: Highlands

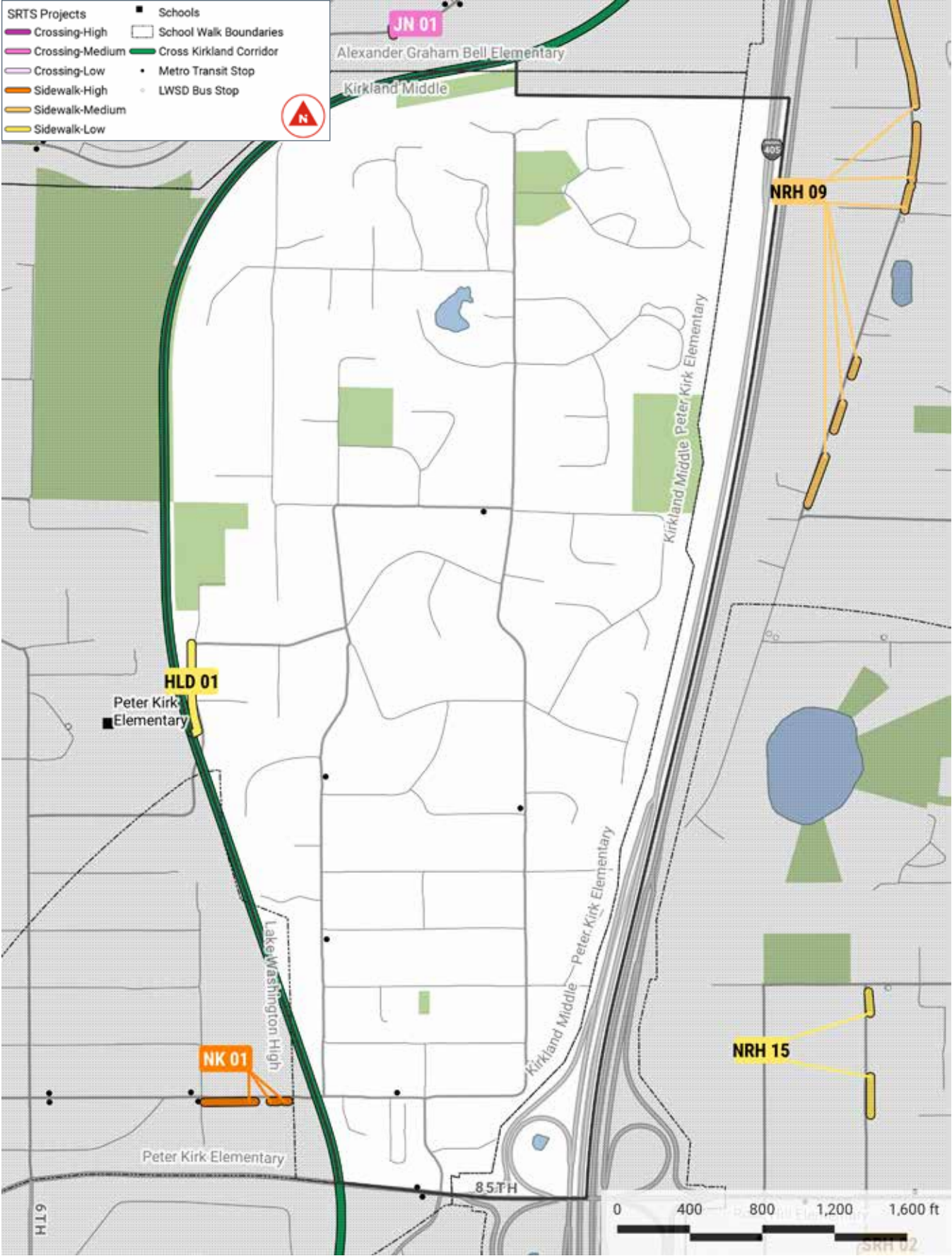


Table 12: Highlands Prioritization Table

Project ID	Project Type	Location	Priority
HLD 01	Sidewalk	110th Ave NE from Cross Kirkland Corridor to NE 97th St	Low



HLD 01 Sidewalk: 110th Avenue NE from Cross Kirkland Corridor to NE 97th Street

Juanita



Bell Elementary School



Keller Elementary School



Juanita Elementary School



Juanita High School



Kirk Elementary School



Kirkland Middle School

Table 13: Juanita Neighborhood Snapshot

		SCHOOLS SERVING THE NEIGHBORHOOD*						
		Bell Elementary School	Keller Elementary School	Juanita Elementary School	Kirk Elementary School	Kirkland Middle School	Juanita High School	Washington State
RACE & ETHNICITY	Total households within school's walk area	2,864	1,785	1,190	4	4	6,295	-
	Total number of students attending	547	313	402	636	619	1,543	-
	Students from low-income families	16.5%	23.0%	18.2%	4.7%	10.3%	22.9%	45.3%
	Students with disabilities	15.5%	20.4%	15.4%	8.6%	11.0%	11.3%	14.4%
	English Language Learners	13.5%	11.2%	14.2%	9.4%	5.5%	7.3%	11.7%
	Hispanic/ Latino of any race(s) students	17.7%	15.3%	18.2%	7.5%	9.2%	15.0%	24.0%
	American Indian/ Alaskan Native students	0.2%	0.6%	0.0%	0.0%	0.2%	0.2%	1.3%
	Asian students	14.3%	9.3%	14.9%	15.9%	12.6%	17.0%	8.0%
	Black/ African American students	4.6%	2.9%	3.0%	1.6%	3.1%	3.4%	4.4%
	Native Hawaiian/ Other Pacific Islander students	0.2%	0.0%	0.2%	0.2%	0.0%	0.2%	1.2%
	White students	53.7%	56.5%	54.7%	61.0%	67.5%	55.0%	52.6%
Students of Two or More Races	9.3%	15.3%	9.0%	13.8%	7.4%	9.1%	8.6%	

*Schools with Lake Washington School District designated walk areas within the neighborhood.

Source: Washington Office of Superintendent of Public Instruction Report Card (2019/2020 data).

Recent Infrastructure Projects

SIDEWALK: On the east side of 108th Avenue NE from NE 112th to 116th Streets.

RAPID FLASHING BEACON: On NE 132nd Street at 105th Avenue NE.

TRAIL CONNECTION: At Forbes Creek Drive and the Cross Kirkland Corridor between 113th Court NE and 115th Court NE.

BICYCLE IMPROVEMENTS: 98th Avenue NE and 100th Avenue NE.

ALTERNATIVE
SCHOOLS
IN THE
NEIGHBORHOOD

Futures School
(Juanita High School)

Schools

- Bell Elementary School at NE 112th Street
- Keller Elementary School at 108th Avenue NE
- Juanita Elementary School at NE 132nd Street
- Kirk Elementary School at 6th Street
- Kirkland Middle School at NE 18th Street
- Juanita High School at NE 132nd Street

Infrastructure projects are described on the following pages

Map 6: Juanita

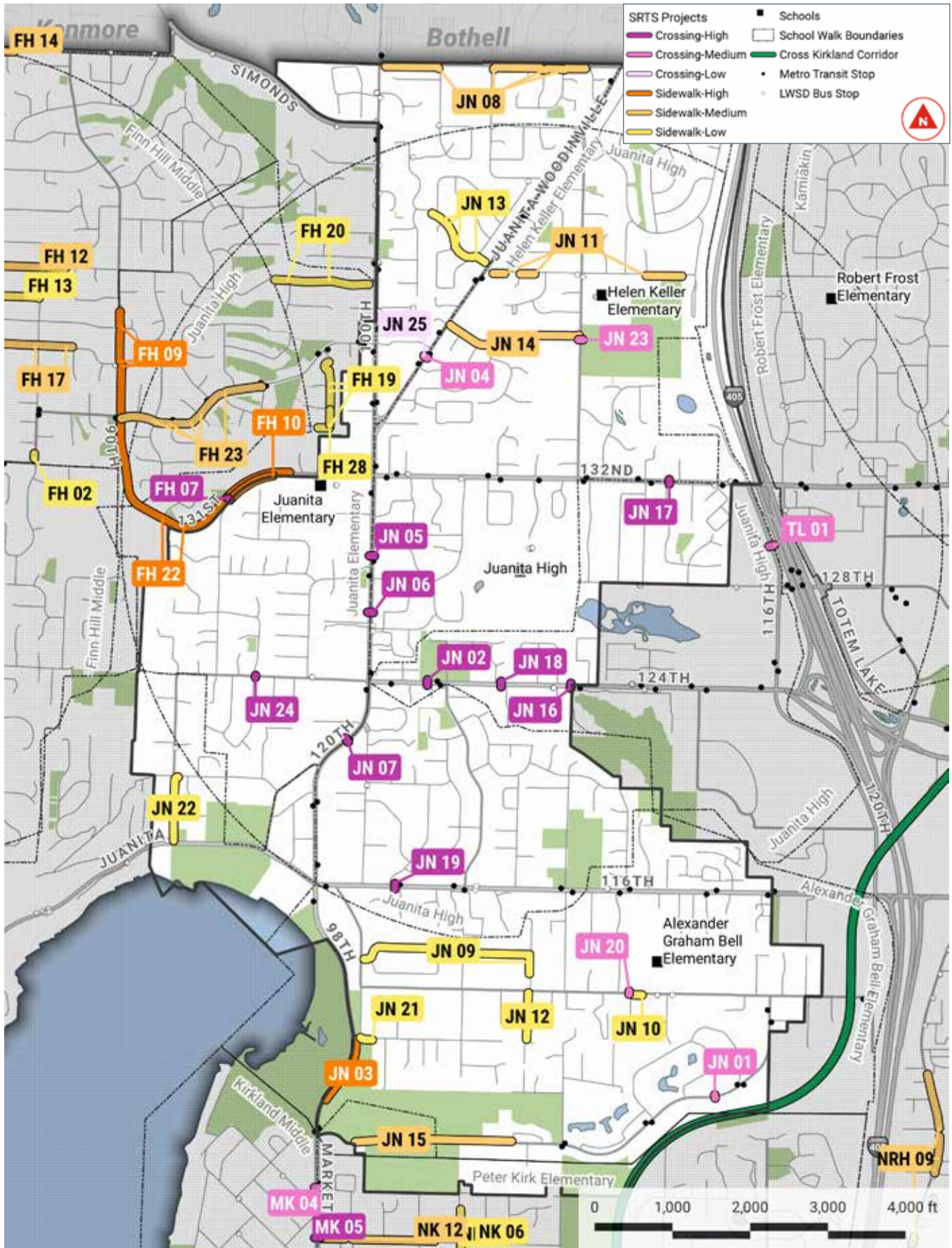


Table 14: Juanita Prioritization Table

Project ID	Project Type	Location	Priority
JN 01	Enhance crossing	Forbes Creek Drive at Forbes Creek Trail	Medium
JN 02	Enhance crossing - Multi-lane Street	NE 124th St at 102nd Ave NE	High
JN 03	Sidewalk	98th Ave NE from Forbes Creek Drive to NE 110th St	High
JN 04	Enhance crossing - Multi-lane Street	Juanita/Woodinville Way NE at NE 136th Pl	Medium
JN 05	Enhance crossing - Multi-lane Street	100th Ave NE at NE 129th Pl	High
JN 06	Enhance crossing - Multi-lane Street	100th Ave NE at NE 126th St	High
JN 07	Enhance crossing - Multi-lane Street	NE 120th Pl at NE 122nd St	High
JN 08	Sidewalk	NE 145th St from 100th Ave NE to 108th Pl NE	Medium
JN 09	Sidewalk	NE 113th St from 100th Ave NE to 106th Ave NE	Low
JN 10	Sidewalk	NE 112th St east of 111th Ave NE	Low
JN 11	Sidewalk	NE 140th St from Juanita/Woodinville Way NE to 113th Ave NE	Medium
JN 12	Sidewalk	106th Ave NE from NE 110th St to NE 112th St	Low
JN 13	Sidewalk	NE 141st Pl/102nd Pl NE/NE 140th Pl from Juanita/Woodinville Way NE to 101st Pl NE	Low
JN 14	Sidewalk	NE 137th Pl from 108th Ave NE to Juanita/Woodinville Way NE	Medium
JN 15	Sidewalk	Forbes Creek Drive from NE 107th Pl to Market St	Medium
JN 16	Enhance crossing	NE 124th St at 108th Ct NE	High
JN 17	Enhance crossing	NE 132nd St at 111th Pl NE	High
JN 18	Enhance crossing - Multi-lane Street	NE 124th St at 105th Pl NE	High
JN 19	Enhance crossing	NE 116th St at 101st Pl NE	High
JN 20	Enhance crossing	NE 112th St at 111th Ave NE	Medium
JN 21	Sidewalk	NE 110th St from west of 101st Ave NE to 100th Ave NE	Low
JN 22	Sidewalk	93rd Ave NE from Juanita Drive to NE 120th St	Low
JN 23	Enhance crossing	108th Ave NE at NE 137th Pl	Medium
JN 24	Enhance crosswalk lighting	NE 124th St at 95th Pl NE	High
JN 25	Enhance crosswalk lighting	Juanita/Woodinville Way NE at NE 136th Pl	Low



JN 17 Enhance crossing: NE 132nd Street at 111th Place NE



JN 02 Enhance crossing - Multi-lane Street: NE 124th Street at 102nd Avenue NE



JN 16 Enhance Crossing: NE 124th St at 108th Ct NE



JN 19 Enhance crossing: NE 116th Street at 101st Place NE

Lakeview



Lakeview Elementary School

Table 15: Lakeview Neighborhood Snapshot

	SCHOOLS SERVING THE NEIGHBORHOOD*	
	Lakeview Elementary School	Washington State
Total households within school's walk area	641	-
Total number of students attending	558	-
Students from low-income families	14.2%	45.3%
Students with disabilities	9.9%	14.4%
English Language Learners	15.9%	11.7%
Hispanic/ Latino of any race(s) students	11.3%	24.0%
American Indian/ Alaskan Native students	0.0%	1.3%
Asian students	18.3%	8.0%
Black/ African American students	3.2%	4.4%
Native Hawaiian/Other Pacific Islander students	0.2%	1.2%
White students	56.6%	52.6%
Students of Two or More Races	10.4%	8.6%

*Schools with Lake Washington School District designated walk areas within the neighborhood.

Source: Washington Office of Superintendent of Public Instruction Report Card (2019/2020 data).

Recent Infrastructure Projects

SIDEWALK: On the west side of 104th Avenue NE and the north side of NE 67th Street.

SIDEWALK: On the east side of 103rd Avenue NE between NE 64th Street and NE 67th Street.

CROSSWALK: On Lakeview Drive north of 64th Street.

STAIRS: From NE 68th Street to the Cross Kirkland Corridor.

Schools

- Lakeview Elementary School at NE 68th Street

Infrastructure projects are described on the following pages

Map 7: Lakeview

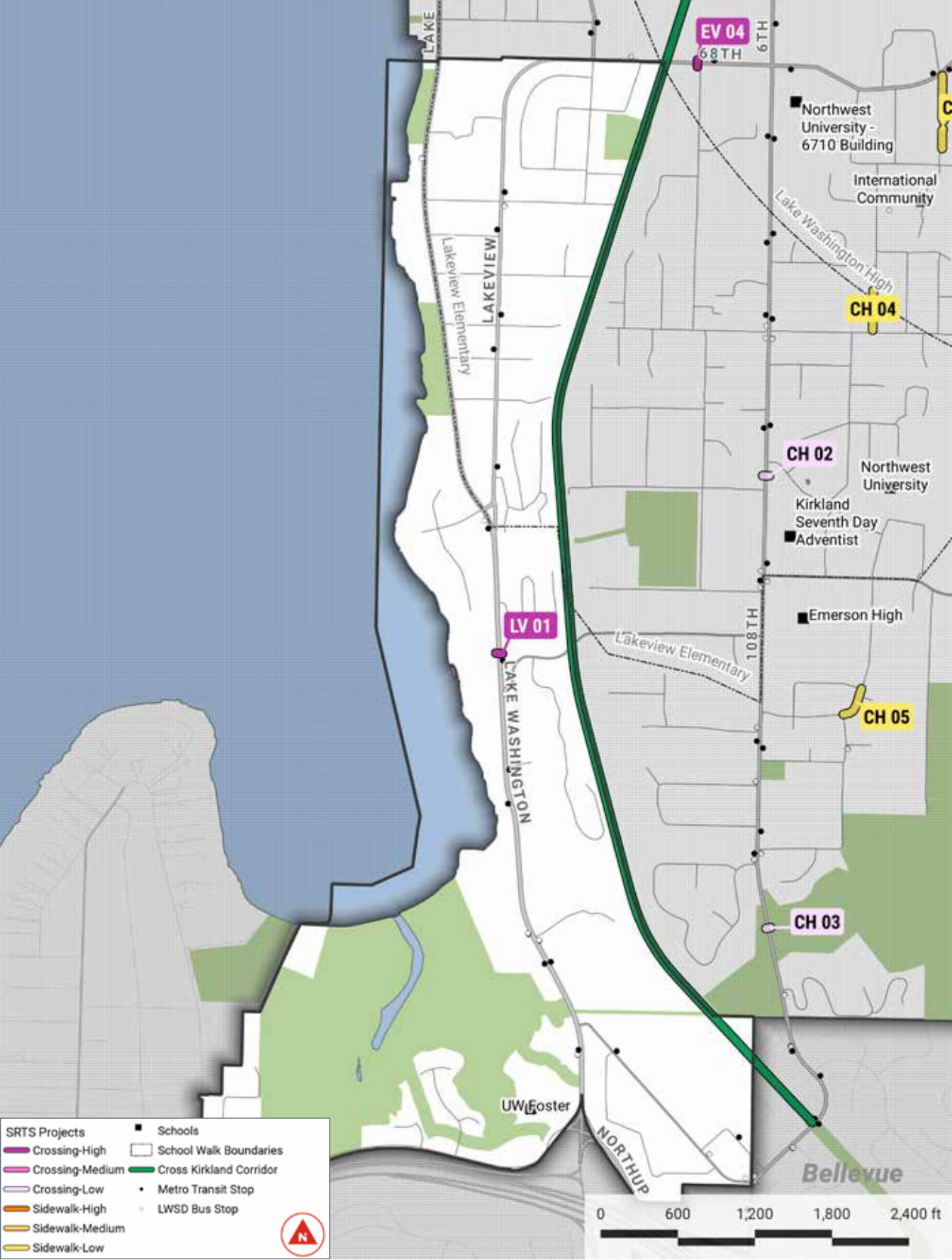


Table 16: Lakeview Prioritization Table

Project ID	Project Type	Location	Priority
LV 01	Enhance crossing	Lake Wash Blvd NE north of NE 52nd St	High



LV 01 Enhance crossing: Lake Washington Boulevard NE north of NE 52nd Street

Market



Kirkland Middle School

Table 17: Market Neighborhood Snapshot

	SCHOOLS SERVING THE NEIGHBORHOOD*	
	Kirkland Middle School	Washington State
Total households within school's walk area	708	-
Total number of students attending	619	-
Students from low-income families	10.3%	45.3%
Students with disabilities	11.0%	14.4%
English Language Learners	5.5%	11.7%
Hispanic/ Latino of any race(s) students	9.2%	24.0%
American Indian/ Alaskan Native students	0.2%	1.3%
Asian students	12.6%	8.0%
Black/ African American students	3.1%	4.4%
Native Hawaiian/Other Pacific Islander students	0.0%	1.2%
White students	67.5%	52.6%
Students of Two or More Races	7.4%	8.6%

*Schools with Lake Washington School District designated walk areas within the neighborhood.

Source: Washington Office of Superintendent of Public Instruction Report Card (2019/2020 data).

Recent Infrastructure Projects

RAPID FLASHING BEACON: On Market Street at 4th Street.

RAPID FLASHING BEACON: On Market Street at 7th Avenue W.

Schools

- Kirkland Middle School at NE 18th Street

Infrastructure projects are described on the following pages

Map 8: Market

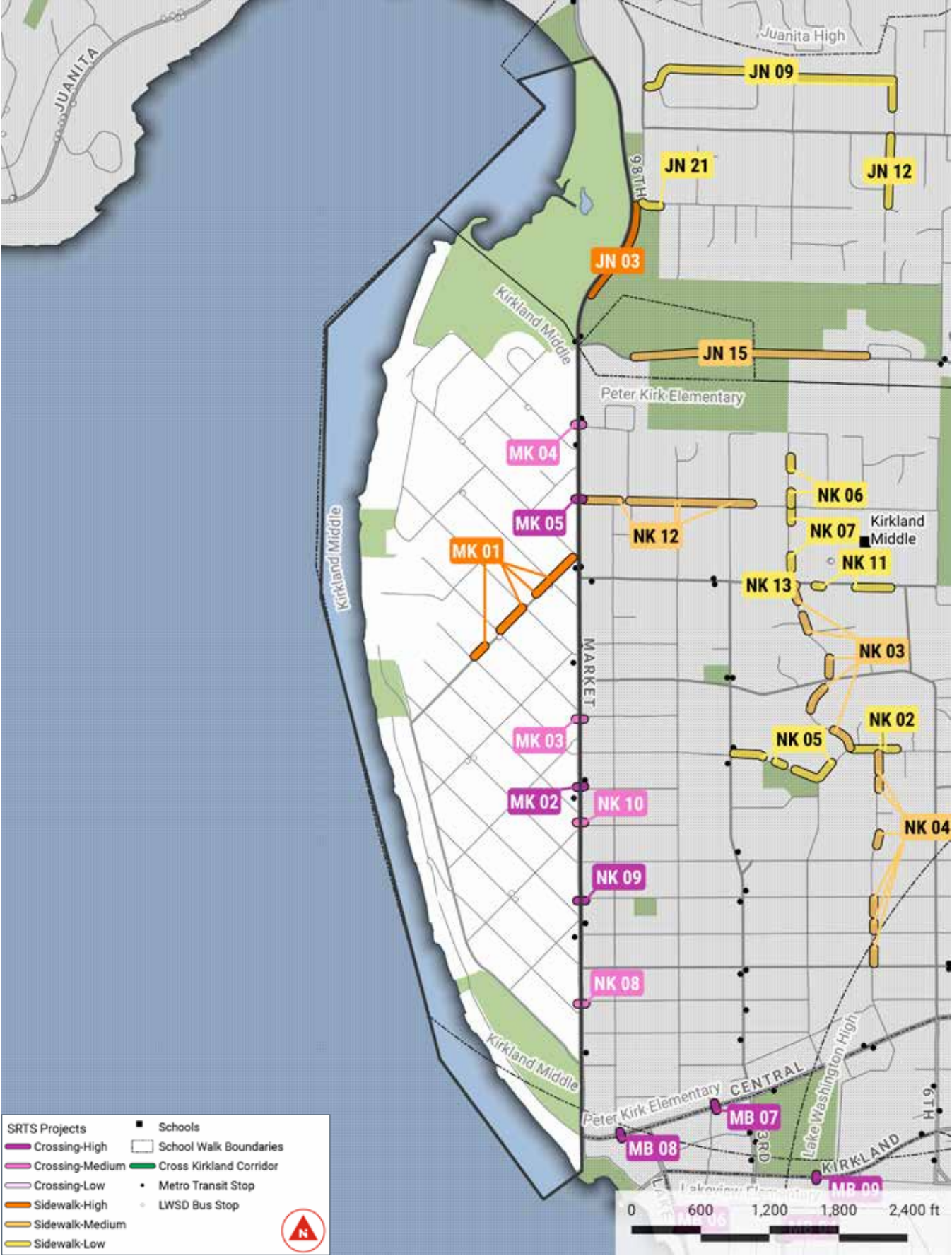


Table 18: Market Prioritization Table

Project ID	Project Type	Location	Priority
MK 01	Sidewalk	6th St W from 13th Ave W to Market St	High
MK 02	Enhance crossing	Market St at 12th Ave	High
MK 03	Enhance crossing	Market St at 14th Ave	Medium
MK 04	Enhance crossing	Market St at 20th Ave	Medium
MK 05	Enhance crossing	Market St at 19th Ave	High

**MK 02** Enhance crossing: Market Street at 12th Avenue**MK 04** Enhance crossing: Market Street at 19th Avenue

Moss Bay



Lakeview Elementary School



Kirkland Middle School



Lake Washington High School



Kirk Elementary School

Table 19: Moss Bay Neighborhood Snapshot

		SCHOOLS SERVING THE NEIGHBORHOOD*				
		Kirk Elementary School	Lakeview Elementary School	Kirkland Middle School	Lake Washington High School	Washington State
Total households within school's walk area		901	1,591	1,232	1,211	-
Total number of students attending		636	558	619	1,779	-
Students from low-income families		4.7%	14.2%	10.3%	14.1%	45.3%
Students with disabilities		8.6%	9.9%	11.0%	9.3%	14.4%
English Language Learners		9.4%	15.9%	5.5%	4.5%	11.7%
RACE & ETHNICITY	Hispanic/ Latino of any race(s) students	7.5%	11.3%	9.2%	12.7%	24.0%
	American Indian/ Alaskan Native students	0.0%	0.0%	0.2%	0.1%	1.3%
	Asian students	15.9%	18.3%	12.6%	12.5%	8.0%
	Black/ African American students	1.6%	3.2%	3.1%	2.4%	4.4%
	Native Hawaiian/Other Pacific Islander students	0.2%	0.2%	0.0%	0.0%	1.2%
	White students	61.0%	56.6%	67.5%	63.8%	52.6%
	Students of Two or More Races	13.8%	10.4%	7.4%	8.6%	8.6%

*Schools with Lake Washington School District designated walk areas within the neighborhood.

Source: Washington Office of Superintendent of Public Instruction Report Card (2019/2020 data).

Recent Infrastructure Projects

PARK LANE FESTIVAL STREET: On Park Lane between Third Street and Lake Street.

STAIRS: From NE 68th Street to the Cross Kirkland Corridor.

SIDEWALK: On the north side of Kirkland Avenue east of 6th Street South.

CROSSWALK WITH RAMPS: On Kirkland Avenue at Marina Park.

Schools

- Kirk Elementary School at 6th Street
- Lakeview Elementary School at NE 68th Street
- Kirkland Middle School at NE 18th Street
- Lake Washington High School at NE 80th Street

Infrastructure projects are described on the following pages

Map 9: Moss Bay

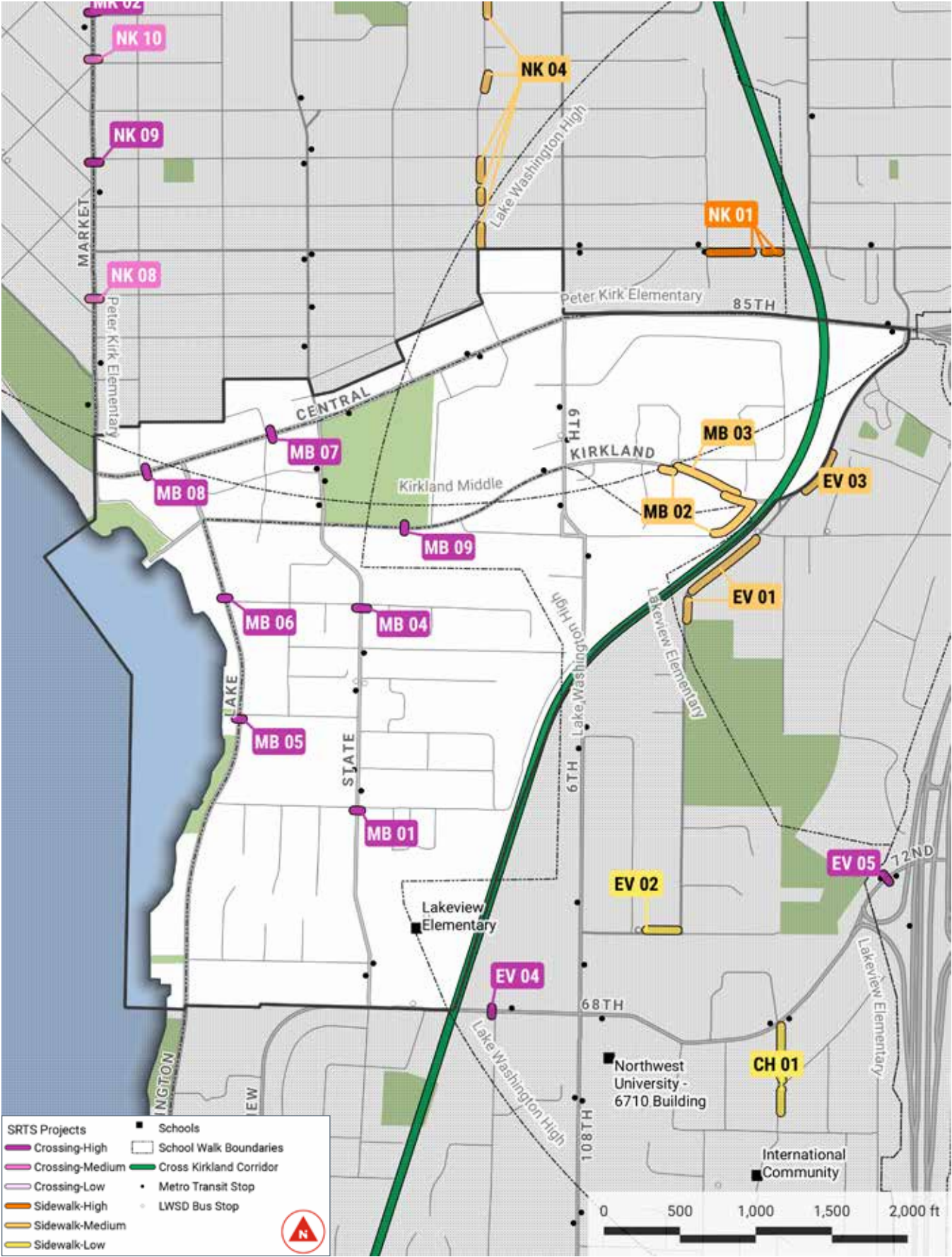


Table 20: Moss Bay Prioritization Table

Project ID	Project Type	Location	Priority
MB 01	Enhance crossing	State St S at 7th Ave S	High
MB 02	Sidewalk	Kirkland Way from 2nd Ave to 8th St	Medium
MB 03	Sidewalk	Kirkland Way from 2nd Ave to 9th St	Medium
MB 04	Enhance crossing	2nd Ave S at State St	High
MB 05	Enhance crossing	Lake St at 5th Ave S	High
MB 06	Enhance crossing	Lake St at 2nd Ave S	High
MB 07	Enhance crossing	Central Way at Main St	High
MB 08	Enhance crossing	Central Way at 1st St	High
MB 09	Enhance crossing	Kirkland Ave at Kirkland Performance Center	High

**MB 01** Enhance crossing: State Street S at 7th Avenue S**MB 04** Enhance crossing: 2nd Avenue S at State Street

Norkirk



Kirkland Middle School



Kirk Elementary School



Lake Washington High School

Table 21: Norkirk Neighborhood Snapshot

	SCHOOLS SERVING THE NEIGHBORHOOD*			
	Kirk Elementary School	Kirkland Middle School	Lake Washington High School	Washington State
Total households within school's walk area	1,715	1,715	152	-
Total number of students attending	636	619	1,779	-
Students from low-income families	4.7%	10.3%	14.1%	45.3%
Students with disabilities	8.6%	11.0%	9.3%	14.4%
English Language Learners	9.4%	5.5%	4.5%	11.7%
Hispanic/ Latino of any race(s) students	7.5%	9.2%	12.7%	24.0%
American Indian/ Alaskan Native students	0.0%	0.2%	0.1%	1.3%
Asian students	15.9%	12.6%	12.5%	8.0%
Black/ African American students	1.6%	3.1%	2.4%	4.4%
Native Hawaiian/ Other Pacific Islander students	0.2%	0.0%	0.0%	1.2%
White students	61.0%	67.5%	63.8%	52.6%
Students of Two or More Races	13.8%	7.4%	8.6%	8.6%

*Schools with Lake Washington School District designated walk areas within the neighborhood.

Source: Washington Office of Superintendent of Public Instruction Report Card (2019/2020 data).

Recent Infrastructure Projects

SIDEWALK: On the west side of 6th Street from 13th Avenue to 15th Avenue near Peter Kirk Elementary.

CROSSWALK IMPROVEMENTS: On 7th Avenue S at 1st Street, 4th Street, and 5th Street.

SIGHT DISTANCE IMPROVEMENT: At 15th Avenue and 4th Street.

ASPHALT WALKWAY: 7th Avenue between 6th and 8th Streets.

Schools

- Kirk Elementary School at 6th Street
- Kirkland Middle School at NE 18th Street
- Lake Washington High School at NE 80th Street

Infrastructure projects are described on the following pages

Map 10: Norkirk

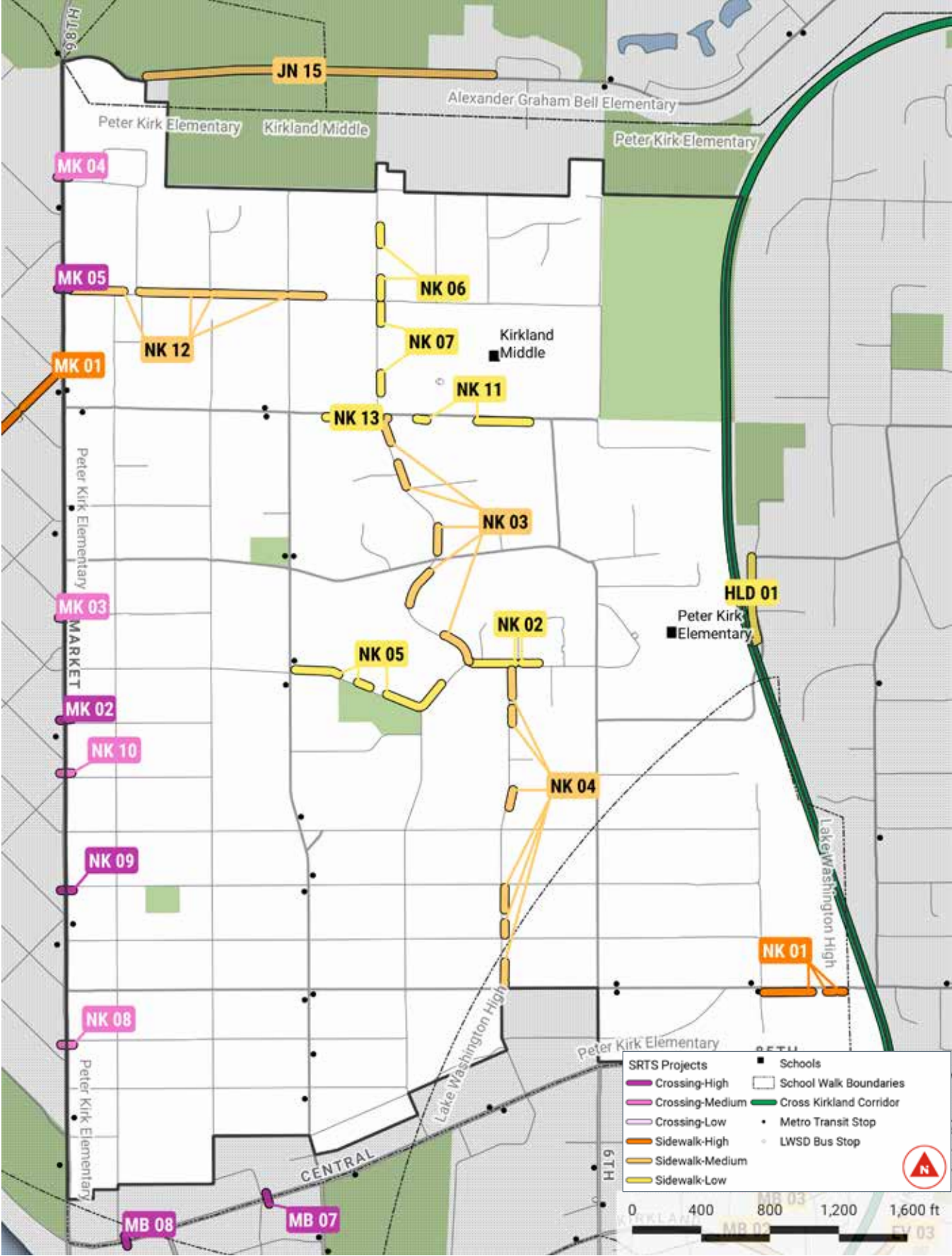


Table 22: Norkirk Prioritization Table

Project ID	Project Type	Location	Priority
NK 01	Sidewalk	7th Ave from 8th St to 9th St	High
NK 02	Sidewalk	13th Ave from 5th Pl to 4th St	Low
NK 03	Sidewalk	4th St from 18th Ave to 13th Ave	Medium
NK 04	Sidewalk	5th St from 7th Ave to 13th Ave	Medium
NK 05	Sidewalk	13th Ave from 3rd St to 4th St	Low
NK 06	Sidewalk	4th St from north of 19th Ave to 20th Ave	Low
NK 07	Sidewalk	4th St from north of 18th Ave to 19th Ave	Low
NK 08	Enhance crossing	Market St at 6th Ave	Medium
NK 09	Enhance crossing	Market St at 9th Ave	High
NK 10	Enhance crossing	Market St at 11th Ave	Medium
NK 11	Sidewalk	18th Ave from 4th St to 5th Pl	Low
NK 12	Sidewalk	19th Ave from Market St to 4th St	Medium
NK 13	Sidewalk	18th Ave from 4th St to west of 4th St	Low

**NK 09** Enhance crossing: Market Street at 9th Avenue**NK 01** Sidewalk: 7th Ave from 8th St to 9th St

North Rose Hill



Twain Elementary School



Rose Hill Middle School



Lake Washington High School

Table 23: North Rose Hill Neighborhood Snapshot

		SCHOOLS SERVING THE NEIGHBORHOOD*			
		Twain Elementary School	Rose Hill Middle School	Lake Washington High School	Washington State
Total households within school’s walk area		1,443	167	755	-
Total number of students attending		659	1,028	1,779	-
Students from low-income families		14.9%	16.1%	14.1%	45.3%
Students with disabilities		13.1%	11.3%	9.3%	14.4%
English Language Learners		18.4%	8.6%	4.5%	11.7%
RACE & ETHNICITY	Hispanic/ Latino of any race(s) students	14.0%	13.3%	12.7%	24.0%
	American Indian/ Alaskan Native students	0.5%	0.0%	0.1%	1.3%
	Asian students	22.8%	27.5%	12.5%	8.0%
	Black/ African American students	2.0%	2.1%	2.4%	4.4%
	Native Hawaiian/Other Pacific Islander students	0.5%	0.0%	0.0%	1.2%
	White students	49.5%	47.0%	63.8%	52.6%
	Students of Two or More Races	10.9%	10.0%	8.6%	8.6%

*Schools with Lake Washington School District designated walk areas within the neighborhood.

Source: Washington Office of Superintendent of Public Instruction Report Card (2019/2020 data).

Recent Infrastructure Projects

SIDEWALK: On the south side of NE 104th Street from 132nd to 126th Avenues NE.

SIDEWALK: On the east side of 126th Avenue NE from NE 85th Street to NE 90th Street.

SIDEWALK: On the west side of 130th Avenue NE adjacent to Twain Elementary.

RAPID FLASHING BEACON: On 132nd Avenue NE at NE 97th Street and NE 93rd Street.

Schools

- Twain Elementary School at NE 95th Street
- Rose Hill Middle School at NE 75th Street
- Lake Washington High School at NE 80th Street

Infrastructure projects are described on the following pages

Map 11: North Rose Hill

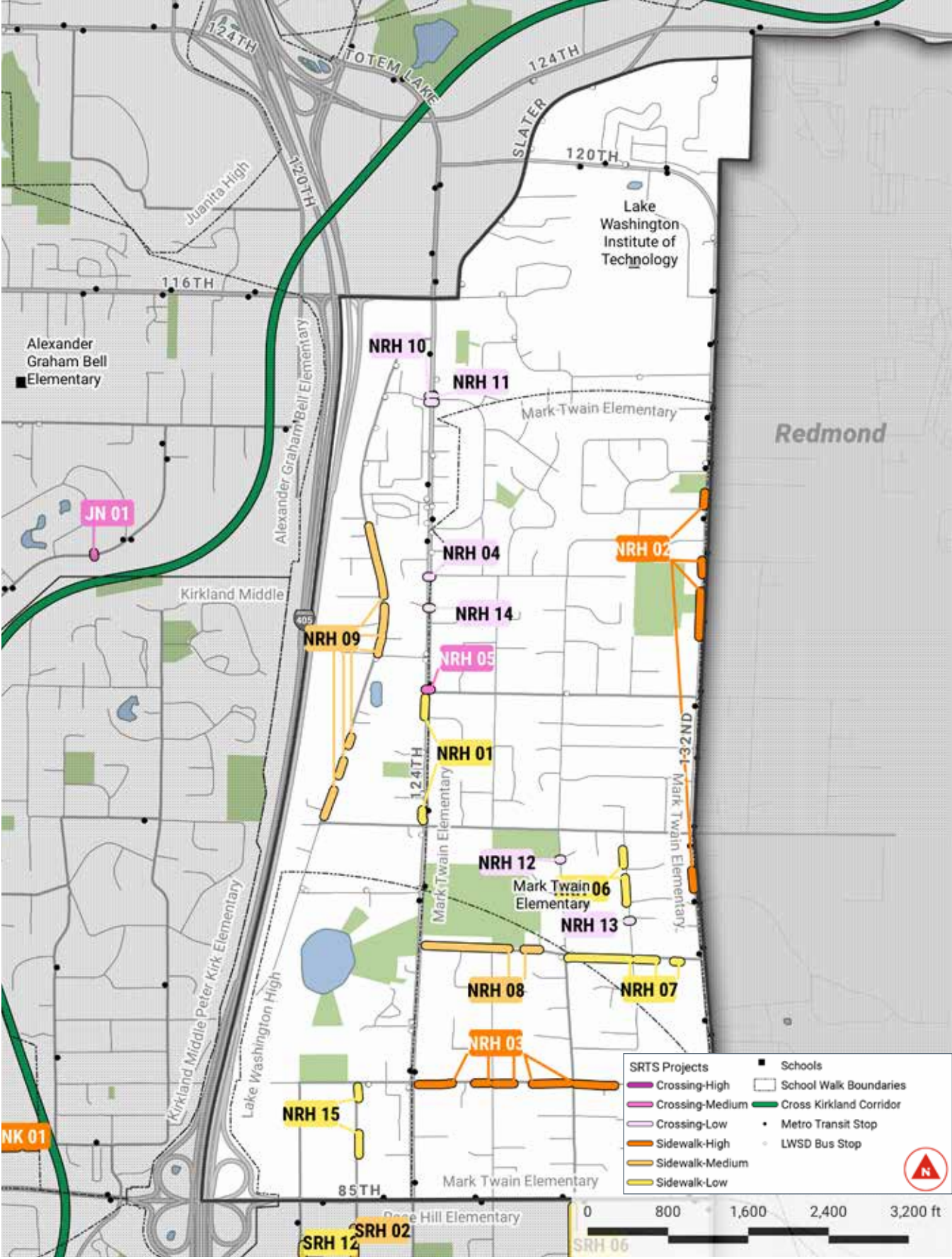
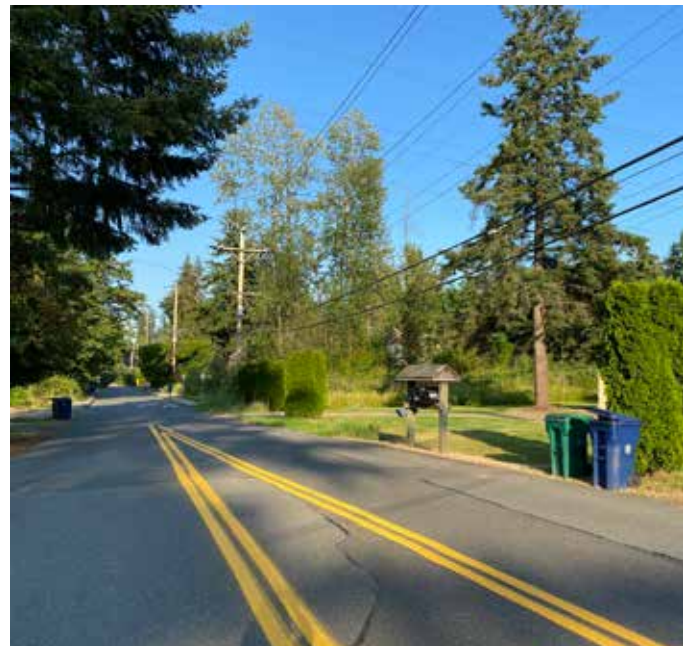


Table 24: North Rose Hill Prioritization Table

Project ID	Project Type	Location	Priority
NRH 01	Sidewalk	124th Ave NE from NE 100th St to NE 104th St	Low
NRH 02	Sidewalk	132nd Ave NE from NE 110th Pl to NE 97th St	High
NRH 03	Sidewalk	NE 90th St from 124th Ave NE to 128th Way NE	High
NRH 04	Enhance crossing	124th Ave NE at NE 107th Pl	Low
NRH 05	Enhance crossing	124th Ave NE at NE 104th St	Medium
NRH 06	Sidewalk	130th Ave NE from north of NE 98th Pl to NE 97th St	Low
NRH 07	Sidewalk	NE 95th St from east of 130th Ave NE to 128th Ave NE	Low
NRH 08	Sidewalk	NE 95th St from west of 128th Ave to 124th Ave NE	Medium
NRH 09	Sidewalk	Slater Ave NE from NE 100th St to NE 108th Pl	Medium
NRH 10	Enhance crossing	124th Ave NE at NE 112th Pl	Low
NRH 11	Enhance crossing	124th Ave NE at NE 112th Pl	Low
NRH 12	Enhance crosswalk lighting	128th Ave NE at NE 99th Ln	Low
NRH 13	Enhance crosswalk lighting	130th Ave NE at NE 96th Pl	Low
NRH 14	Enhance crosswalk lighting	124th Ave NE at NE 107th St	Low
NRH 15	Sidewalk	122nd Ave NE from NE 85th St to NE 90th St	Low



NRH 02 Sidewalk: 132nd Avenue NE from NE 110th Place to NE 97th Street



NRH 03 Sidewalk: NE 90th Street from 124th Avenue NE to 128th Way NE

South Rose Hill/Bridle Trails



Rose Hill Middle School



Lake Washington High School



Rose Hill Elementary School



Franklin Elementary School

Table 25: South Rose Hill/ Bridle Trails Neighborhood Snapshot

	SCHOOLS SERVING THE NEIGHBORHOOD*				
	Franklin Elementary School	Rose Hill Elementary School	Rose Hill Middle School	Lake Washington High School	Washington State
Total households within school's walk area	689	1,481	1,772	1,481	-
Total number of students attending	481	487	1,028	1,779	-
Students from low-income families	7.3%	20.1%	16.1%	14.1%	45.3%
Students with disabilities	9.1%	9.0%	11.3%	9.3%	14.4%
English Language Learners	21.0%	19.1%	8.6%	4.5%	11.7%
Hispanic/ Latino of any race(s) students	6.9%	16.4%	13.3%	12.7%	24.0%
American Indian/ Alaskan Native students	0.2%	0.0%	0.0%	0.1%	1.3%
Asian students	37.6%	29.6%	27.5%	12.5%	8.0%
Black/ African American students	1.7%	2.3%	2.1%	2.4%	4.4%
Native Hawaiian/Other Pacific Islander students	0.0%	0.0%	0.0%	0.0%	1.2%
White students	46.2%	38.2%	47.0%	63.8%	52.6%
Students of Two or More Races	7.5%	13.6%	10.0%	8.6%	8.6%

*Schools with Lake Washington School District designated walk areas within the neighborhood.

Source: Washington Office of Superintendent of Public Instruction Report Card (2019/2020 data).

Recent Infrastructure Projects

SIDEWALK: On the north side of NE 60th Street from 116th Avenue NE to 132nd Avenue NE.

SIDEWALK: On the east side of 125th Avenue NE from NE 70th to NE 65th Place.

RAPID FLASHING BEACON: On NE 70th Place at 130th Avenue NE.

INTERSECTION IMPROVEMENTS: At 124th Avenue NE and NE 80th Street.

ALTERNATIVE SCHOOLS IN THE NEIGHBORHOOD

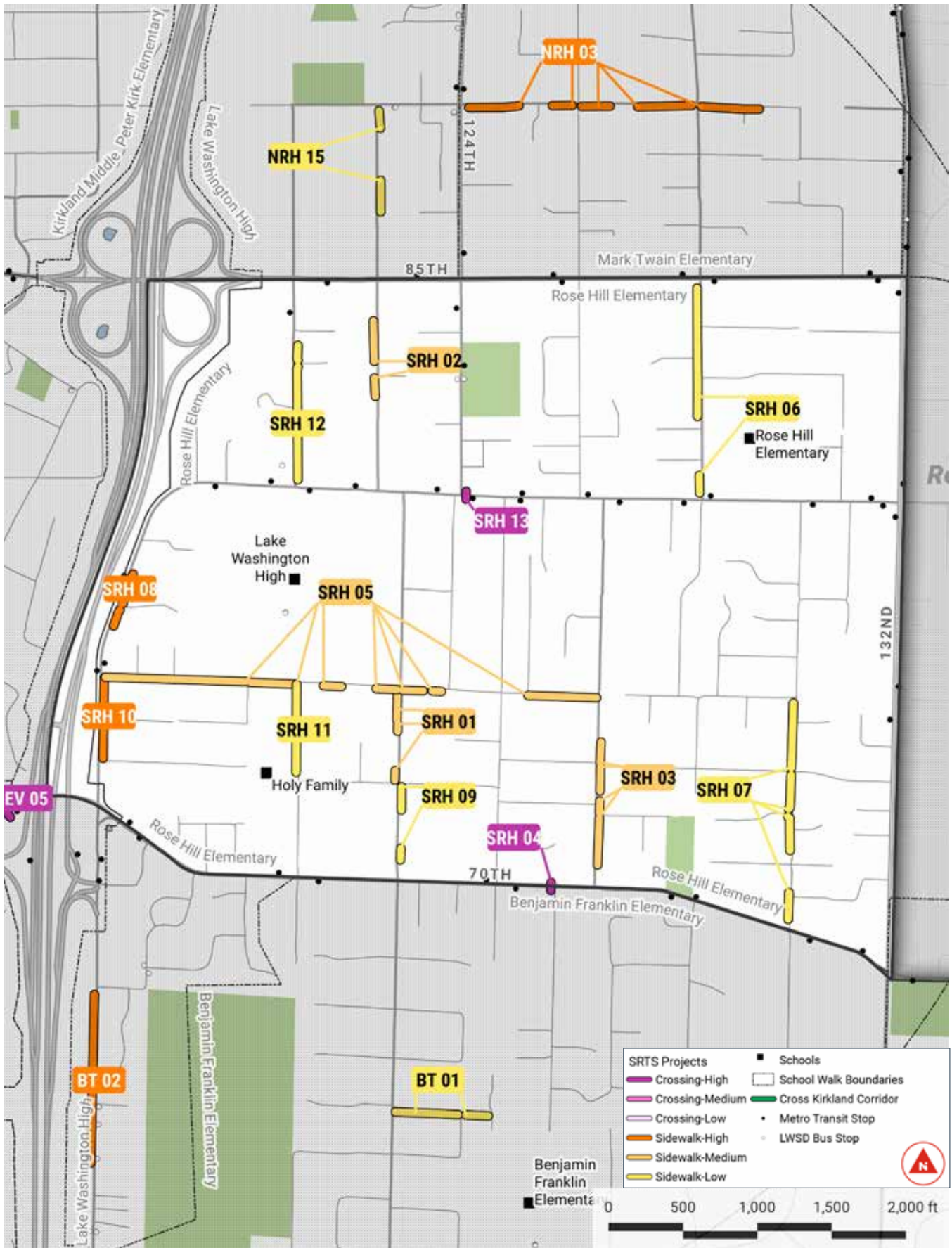
Northstar Middle School

Schools

- Franklin Elementary School at NE 60th Street
- Rose Hill Elementary School at NE 80th Street
- Rose Hill Middle School at NE 75th Street
- Lake Washington High School at NE 80th Street

Infrastructure projects are described on the following pages

Map 12: South Rose Hill



Map 13: Bridle Trails

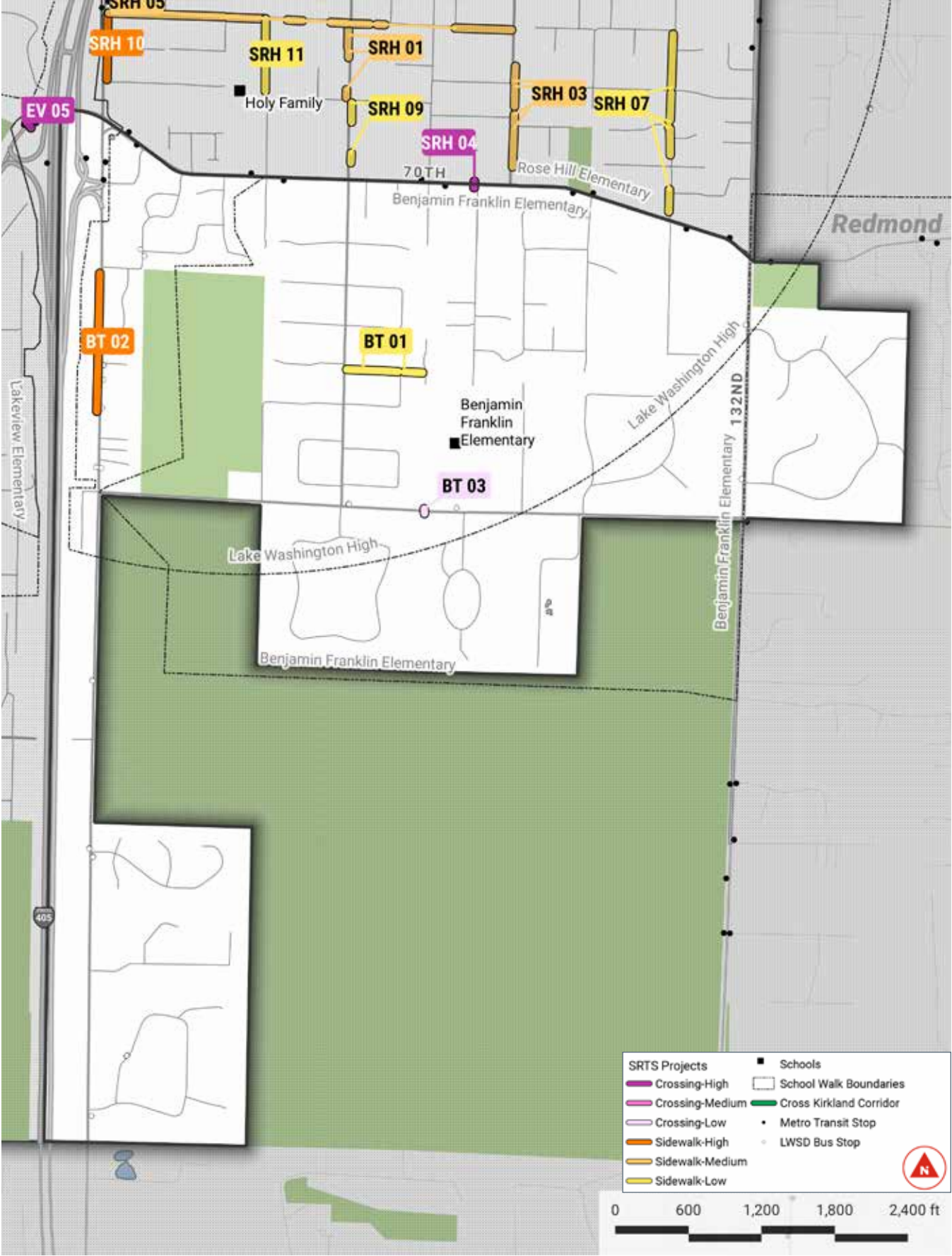


Table 26: South Rose Hill Prioritization Table

Project ID	Project Type	Location	Priority
SRH 01	Sidewalk	122nd Ave NE from NE 73rd St to NE 75th St	Medium
SRH 02	Sidewalk	122nd Ave NE from NE 82nd Ln to NE 85th St	Medium
SRH 03	Sidewalk	126th Ave NE from NE 70th St to north of NE 73rd St	Medium
SRH 04	Enhance crossing	NE 70th Street at 125th Ave NE	High
SRH 05	Sidewalk	NE 75th St from 126th Ave NE to 116th Ave NE	Medium
SRH 06	Sidewalk	128th Ave NE from NE 80th St to NE 85th St	Low
SRH 07	Sidewalk	130th Ave NE from NE 70th St to NE 75th St	Low
SRH 08	Sidewalk	116th Ave NE from north of NE 75th Pl to south of NE 75th Pl	High
SRH 09	Sidewalk	122nd Ave NE from NE 70th St to NE 73rd St	Low
SRH 10	Sidewalk	116th Ave NE from NE 73rd St to NE 75th St	High
SRH 11	Sidewalk	120th Ave NE from NE 75th St to NE 70th St	Low
SRH 12	Sidewalk	120th Ave NE from north of NE 83rd St to NE 80th St	Low
SRH 13	Enhance crossing	NE 80th St at 124th Ave NE	High



SRH 08 Sidewalk: 116th Ave NE from north of NE 75th Pl to south of NE 75th



SRH 13 Enhance crossing: NE 80th Street at 124th Avenue NE

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Totem Lake



Kamiakin Middle School



Juanita High School



Frost Elementary School



Muir Elementary School

Table 27: Totem Lake Neighborhood Snapshot

		SCHOOLS SERVING THE NEIGHBORHOOD*				
		Frost Elementary School	Muir Elementary School	Kamiakin Middle School	Juanita High School	Washington State
Total households within school’s walk area		200	252	160	947	-
Total number of students attending		441	425	603	1,543	-
Students from low-income families		33.6%	30.6%	27.9%	22.9%	45.3%
Students with disabilities		12.7%	11.8%	13.6%	11.3%	14.4%
English Language Learners		22.7%	24.2%	10.3%	7.3%	11.7%
RACE & ETHNICITY	Hispanic/ Latino of any race(s) students	29.7%	16.7%	18.7%	15.0%	24.0%
	American Indian/ Alaskan Native students	0.5%	0.5%	0.7%	0.2%	1.3%
	Asian students	6.6%	27.3%	22.4%	17.0%	8.0%
	Black/ African American students	3.6%	3.3%	2.5%	3.4%	4.4%
	Native Hawaiian/Other Pacific Islander students	0.5%	0.2%	0.2%	0.2%	1.2%
	White students	49.9%	42.6%	43.9%	55.0%	52.6%
	Students of Two or More Races	9.3%	9.4%	11.6%	9.1%	8.6%

*Schools with Lake Washington School District designated walk areas within the neighborhood.

Source: Washington Office of Superintendent of Public Instruction Report Card (2019/2020 data).

Recent Infrastructure Projects

PURCHASE AND DEVELOPMENT: Cross Kirkland Corridor Interim Trail.

RAPID FLASHING BEACON: On 116th Avenue NE at 12500 block.

TRAFFIC MEDIAN ISLAND: On Slater Ave NE at NE 119th Street.

Schools

- Frost Elementary School at NE 140th Street
- Muir Elementary School at 132nd Avenue NE
- Kamiakin Middle School at 132nd Avenue NE
- Juanita High School at NE 132nd Street

Infrastructure projects are described on the following pages

Map 14: Totem Lake

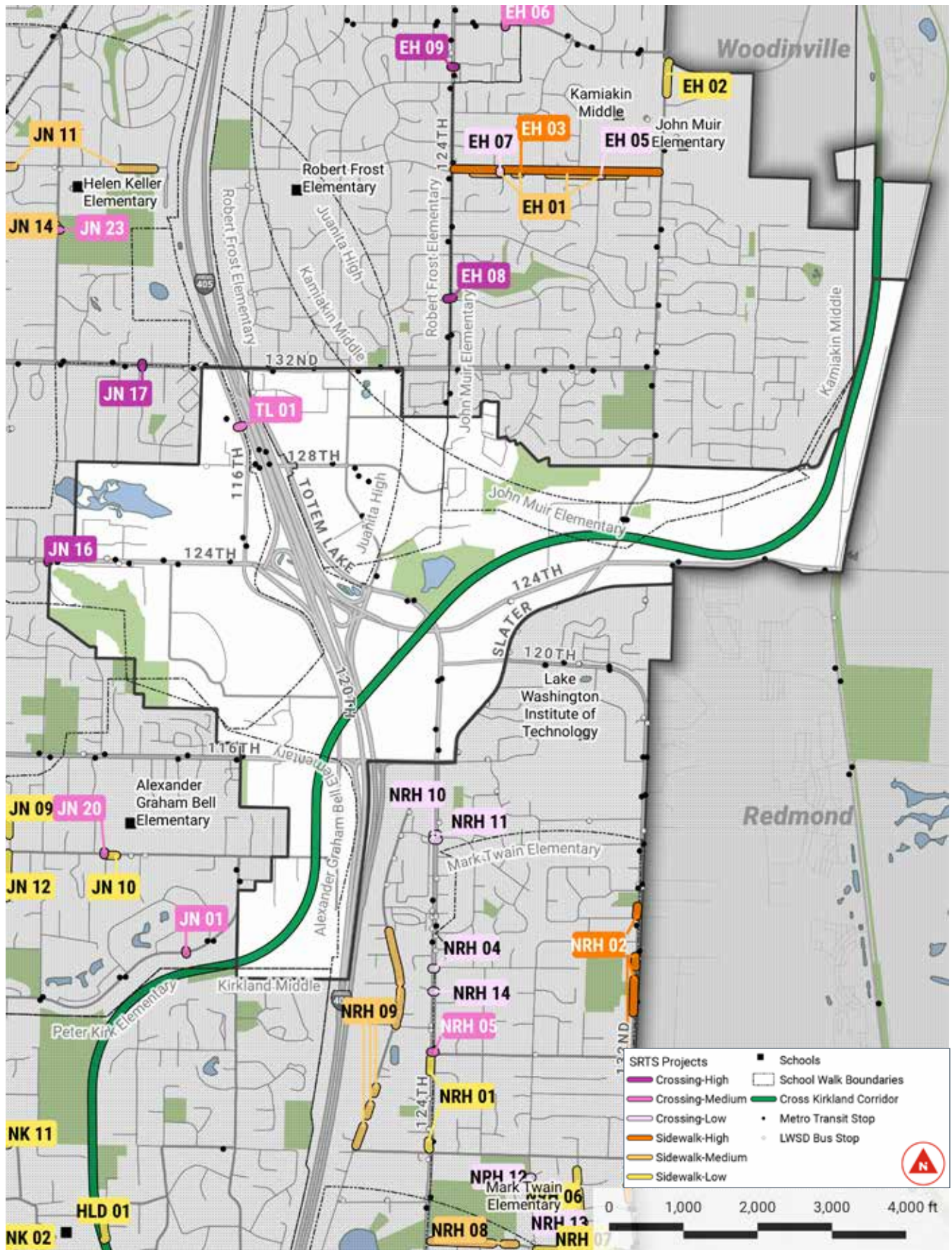


Table 28: Totem Lake Prioritization Table

Project ID	Project Type	Location	Priority
TL 01	Enhance crossing	116th Ave NE north of NE 128th St	Medium



TL 01 Enhance crossing: 116th Avenue NE north of NE 128th Street

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appendix A:
Public Engagement

Public Engagement

Three methods of engaging the public in Kirkland's Safer Routes to School initiative: in-person public engagement, digital outreach and promotion, and interactive on-line engagement.

1. In-person public engagement:

In-person public engagement included individual and group meetings (in-person meetings were replaced by Zoom meetings following the outbreak of the pandemic). A smaller number were individual meetings and site visits about specific safety concerns. The in-person events had two main goals:

1) spread the word about the City's Safer Routes to School initiative by promoting walking, biking, and riding the bus to school; and 2) collect input on safety improvements for walking, biking, and riding the bus to school. The specific events were:

Table 29:

Outreach Events		
Events and Meetings	Quantity	*Attendance
Neighborhood Association Meetings Highlands, Moss Bay, Juanita, South Rose Hill/Bridle Trails, Central Houghton, North Rose Hill, Everest, Norkirk, Evergreen Hill, Market, Finn Hill	30	544
Walk and Bike to School Month Events Twain, Kirk, Sandberg, Keller, Thoreau, Rose Hill, Juanita, Bell, Franklin, Lakeview	9	**550
Community Event Booth Experiences Crossing Kirkland, Google Lights, Neighborhood Picnics, Lake Washington School District Special Needs Expo, Lake Washington School District New Parent Open House	8	***650
Interest Group Meetings Kirkland Youth Council, Sustainability Ambassadors, Kiwanis, PTA District Board, school site visits (with parents, school administration, or PTA Chairs)	11	204
Community Meetings at City Hall June 15 Community Meeting, October 19 Sustainability Summit	2	142
SUBTOTAL	61	2,090

*Total number of people that were present at a meeting or with whom staff interacted.

**Estimated number of parents and students doing an interactive exercise about why students like to walk or bike to school.

***Estimated number of people who engaged with the Safer Routes to School activity booth. Not everyone in the event engaged with the City's booth. Engagement varied from providing suggestions for safety improvements to receiving an information card.

2. Digital outreach and promotion:

Digital outreach efforts were a focus throughout the project. Postings increased awareness of the Safer Routes to School initiative and directed people to the in-person events as well as the interactive online opportunities. Digital outreach became more important during the COVID19 Pandemic.

Table 30:

Digital Outreach Techniques		
Digital Online	Quantity	*Views
Facebook Posts	8	16,303
Nextdoor Posts	2	4,209
Twitter Tweets	5	7,472
City Newsletter Articles	12	14,266
Video posted on YouTube and Facebook	3	680
Landing Webpage (www.kirklandwa.gov/safe2school)	1	552
SUBTOTAL	31	43,482

*"Views" defined as: Facebook Reach, Twitter Impressions, Email Unique Opens, Webpage Unique Visits, YouTube Views, and Facebook 1m Video Views.

3. Interactive online engagement:

In-person and digital outreach were used to draw people to the on-line engagement tools including Suggest-A-Project, the Safe and Active Transportation Survey, and the interactive map for commenting and voting on the walk recommendations. Based

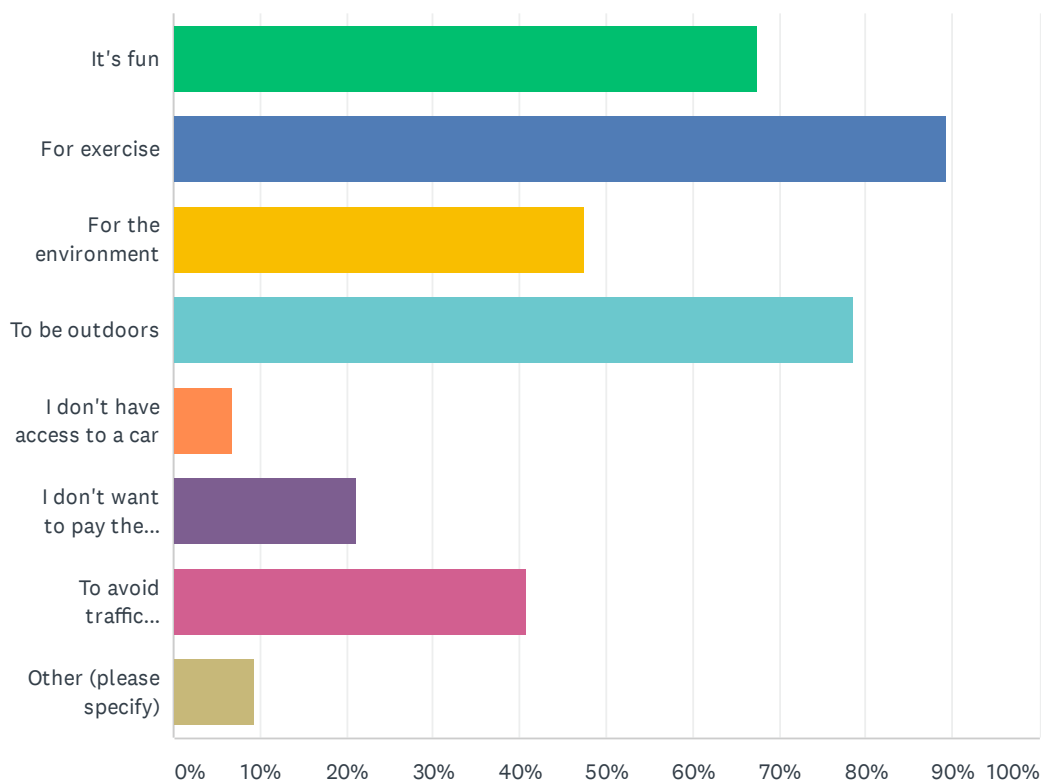
on input from a sample of stakeholders and staff discussion, the decision was made that on-line engagement would be easier for parents of school age children than attending meetings. This proved to be even more important during the pandemic.

Table 31:

Interactive Online Techniques	
Interactive Online	Participants
Suggest-A-Project Interactive map used to suggest walk and bike improvements.	178
Safe and Active Transportation Survey Only those who identified themselves as having school-age children.	490
Walk Recommendation Survey (interactive map) June 2020 online voting of Walk Recommendations	630
SUBTOTAL	1,298

Q1 When I choose to walk and/or bike, I do it because (check all that apply)

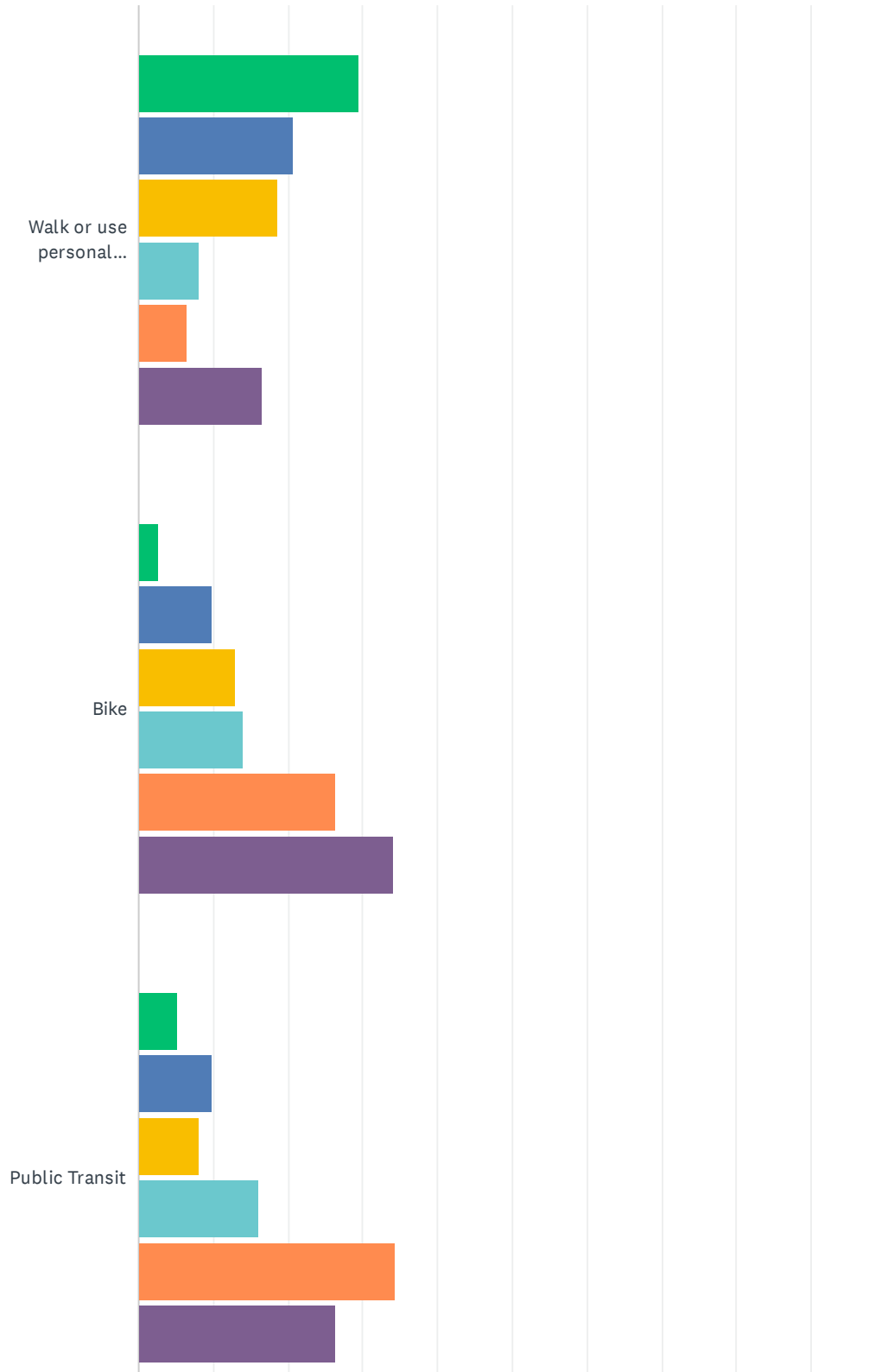
Answered: 1,270 Skipped: 8

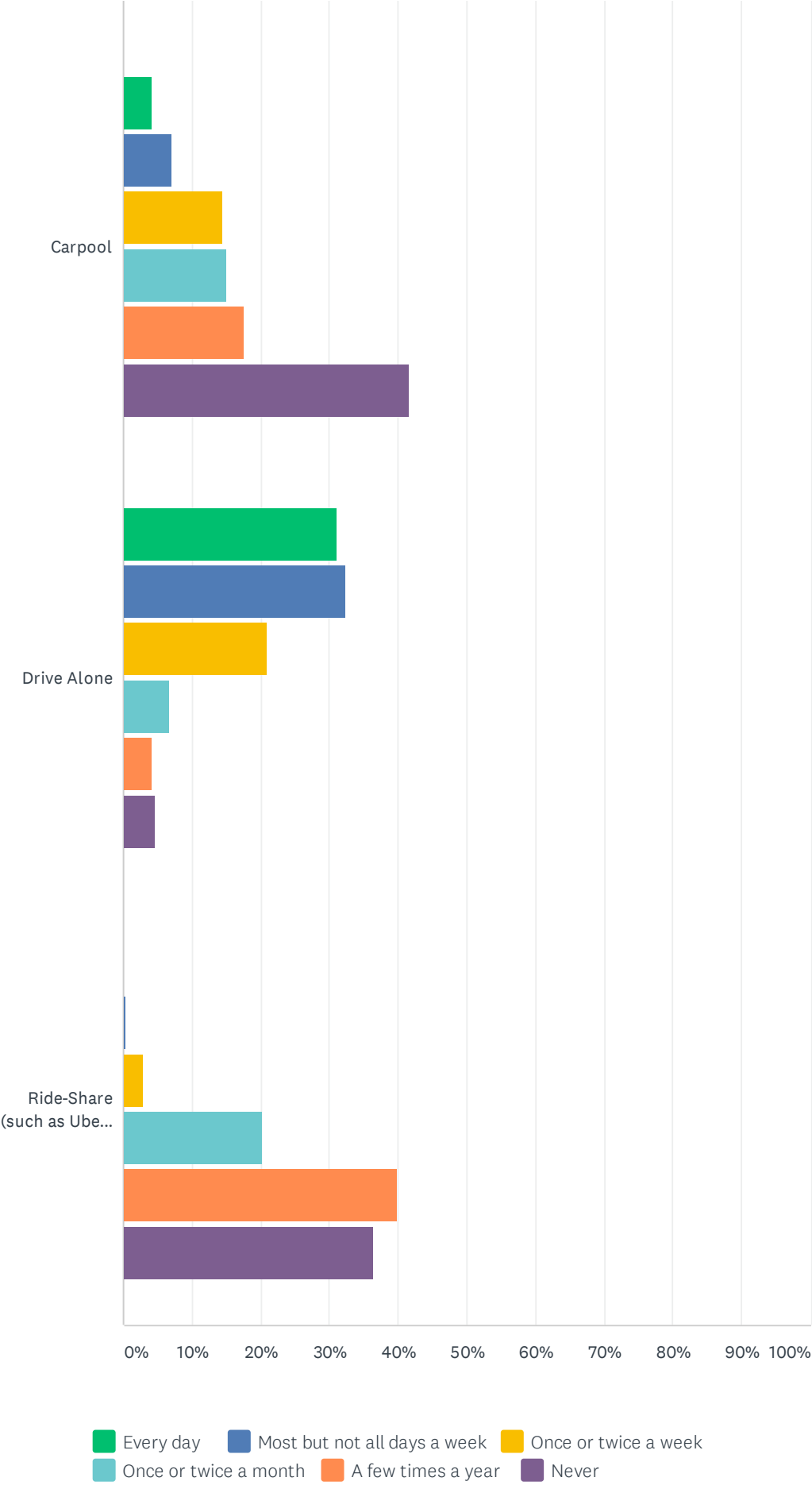


ANSWER CHOICES	RESPONSES	
It's fun	67.48%	857
For exercise	89.37%	1,135
For the environment	47.56%	604
To be outdoors	78.66%	999
I don't have access to a car	6.85%	87
I don't want to pay the expenses related to driving (parking, gas)	21.18%	269
To avoid traffic congestion	40.87%	519
Other (please specify)	9.45%	120
Total Respondents: 1,270		

Q2 In a typical month, which of the following transportation options do you use? Include all types used during your trips (e.g. walking to a bus stop would be both a walking trip and a transit trip).

Answered: 1,270 Skipped: 8

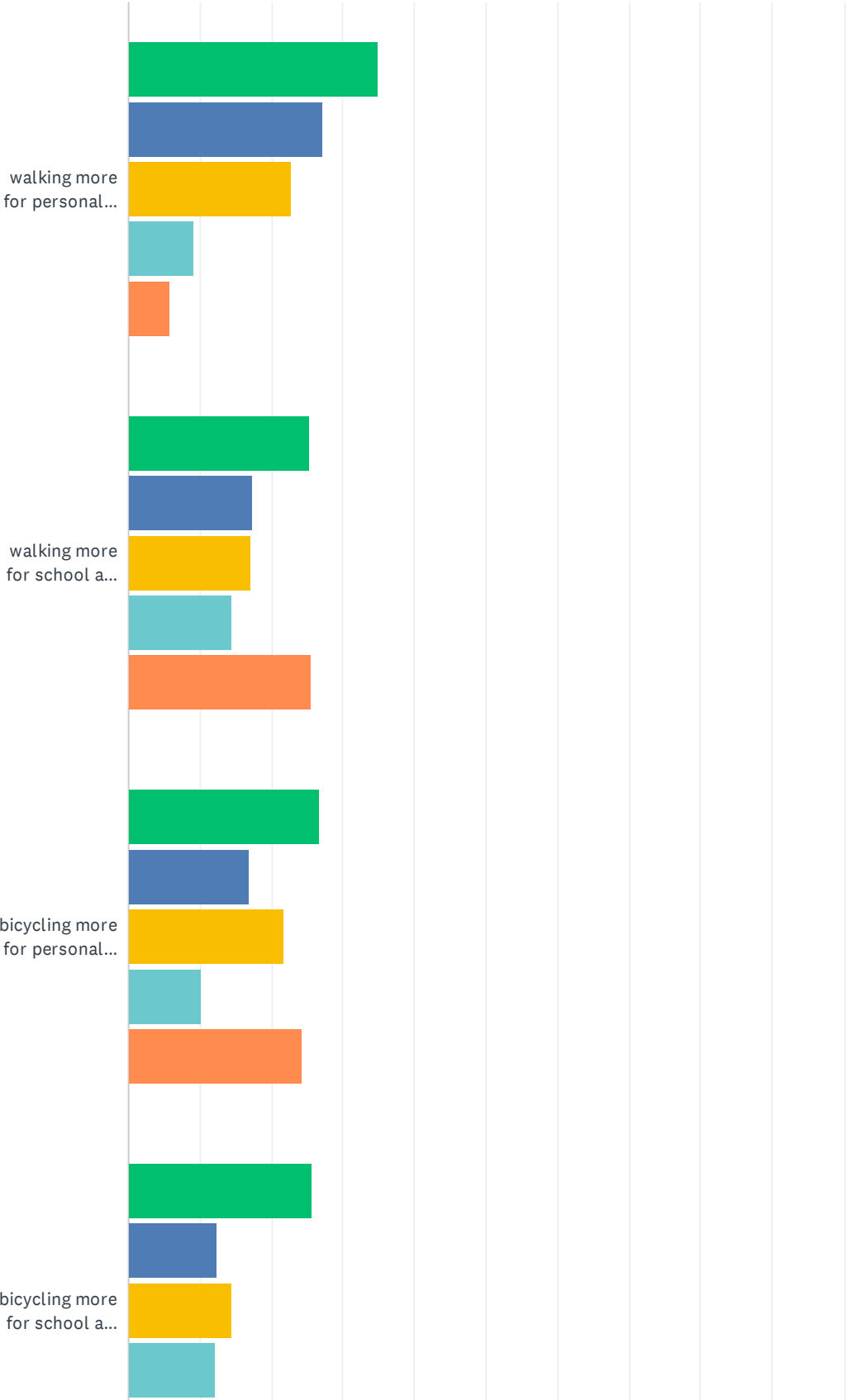




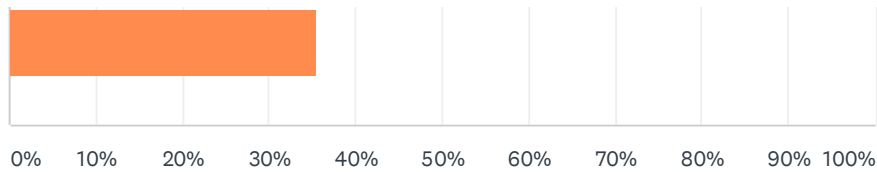
	EVERY DAY	MOST BUT NOT ALL DAYS A WEEK	ONCE OR TWICE A WEEK	ONCE OR TWICE A MONTH	A FEW TIMES A YEAR	NEVER	TOTAL	WEIGHTED AVERAGE
Walk or use personal mobility device, such as a wheelchair	29.44% 348	20.81% 246	18.70% 221	8.12% 96	6.43% 76	16.50% 195	1,182	2.74
Bike	2.82% 33	9.92% 116	12.92% 151	13.94% 163	26.26% 307	34.13% 399	1,169	4.19
Public Transit	5.29% 62	9.81% 115	8.19% 96	16.13% 189	34.30% 402	26.28% 308	1,172	4.17
Carpool	4.25% 48	7.09% 80	14.35% 162	15.06% 170	17.63% 199	41.63% 470	1,129	4.18
Drive Alone	31.07% 385	32.53% 403	20.82% 258	6.70% 83	4.20% 52	4.68% 58	1,239	2.30
Ride-Share (such as Uber or Lyft)	0.00% 0	0.45% 5	2.86% 32	20.36% 228	40.00% 448	36.34% 407	1,120	4.73

Q3 How interested are you in _____?

Answered: 1,269 Skipped: 9



KIRKLAND SAFER ROUTES TO SCHOOL ACTION PLANS

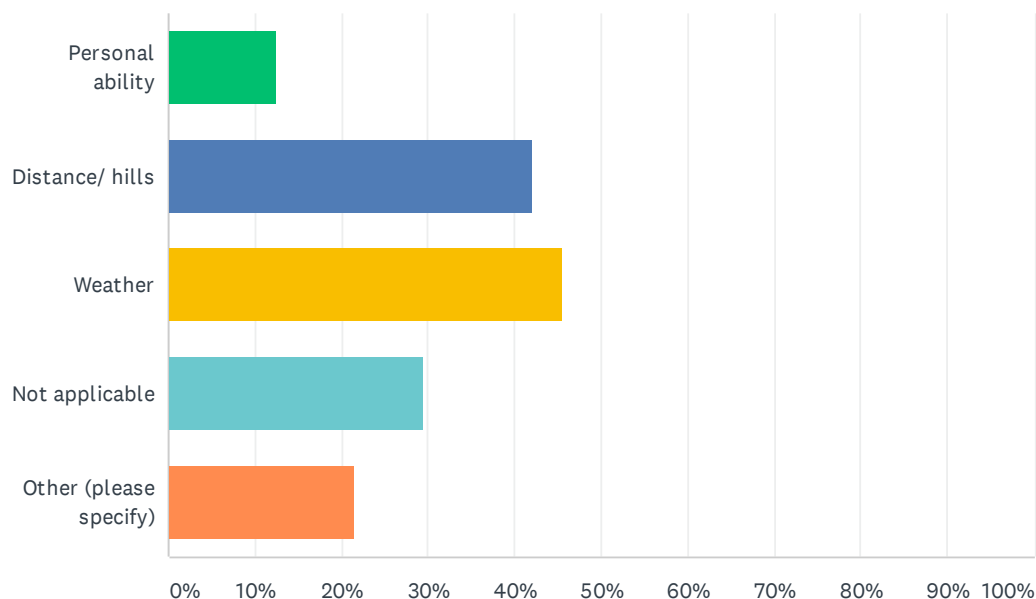


■ Extremely interested
 ■ Very interested
 ■ Moderately interested
■ Not very interested
 ■ Not at all interested

	EXTREMELY INTERESTED	VERY INTERESTED	MODERATELY INTERESTED	NOT VERY INTERESTED	NOT AT ALL INTERESTED	TOTAL
walking more for personal trips	35.00% 435	27.11% 337	22.77% 283	9.25% 115	5.87% 73	1,243
walking more for school and work trips	25.32% 300	17.47% 207	17.13% 203	14.51% 172	25.57% 303	1,185
bicycling more for personal trips	26.73% 329	16.98% 209	21.69% 267	10.32% 127	24.29% 299	1,231
bicycling more for school and work trips	25.69% 308	12.34% 148	14.35% 172	12.09% 145	35.53% 426	1,199

Q4 If physical factors keep you from walking or biking more, which of the following best describes the reason? (check all that apply)

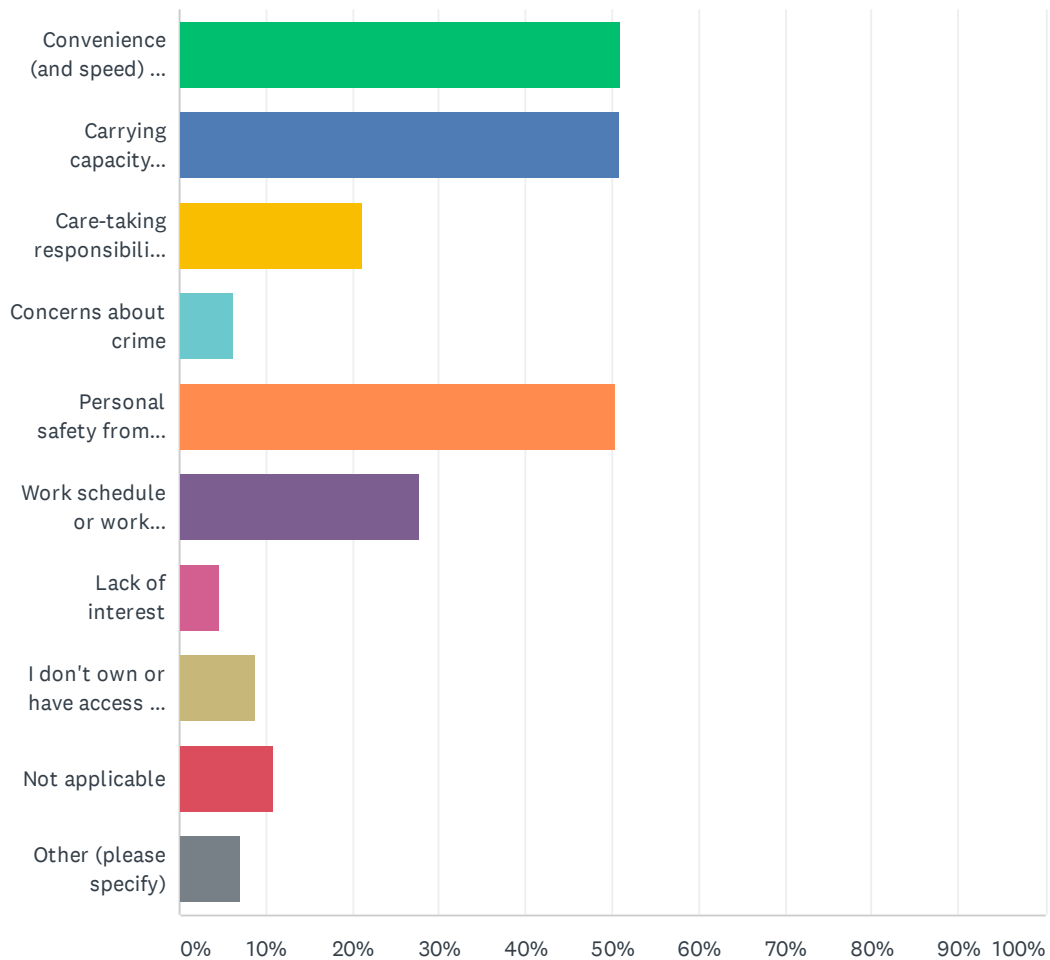
Answered: 1,261 Skipped: 17



ANSWER CHOICES	RESPONSES	
Personal ability	12.45%	157
Distance/ hills	41.95%	529
Weather	45.52%	574
Not applicable	29.42%	371
Other (please specify)	21.49%	271
Total Respondents: 1,261		

Q5 If social reasons keep you from walking or biking more, which of the following best describes the reason? (check all that apply)

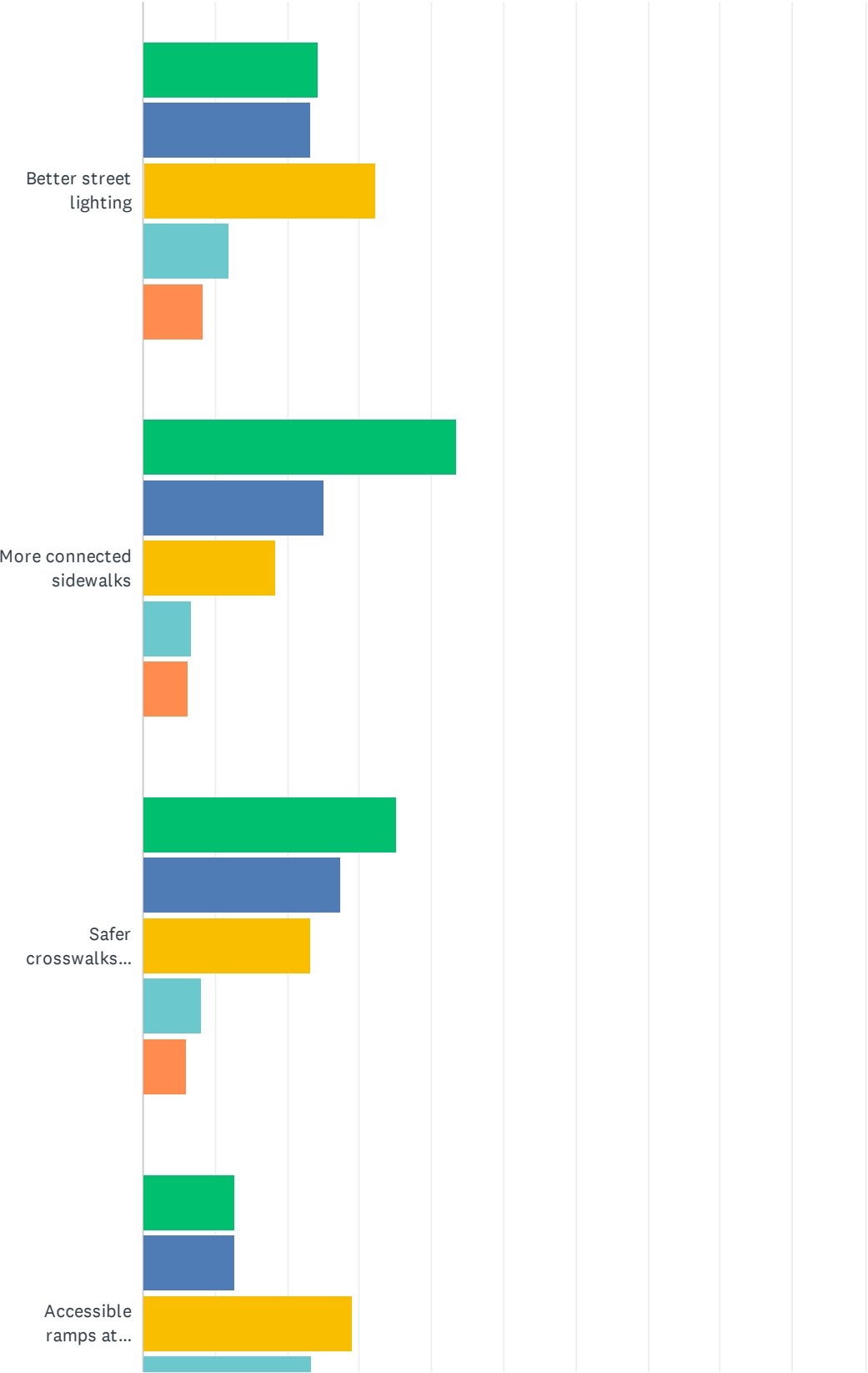
Answered: 1,263 Skipped: 15

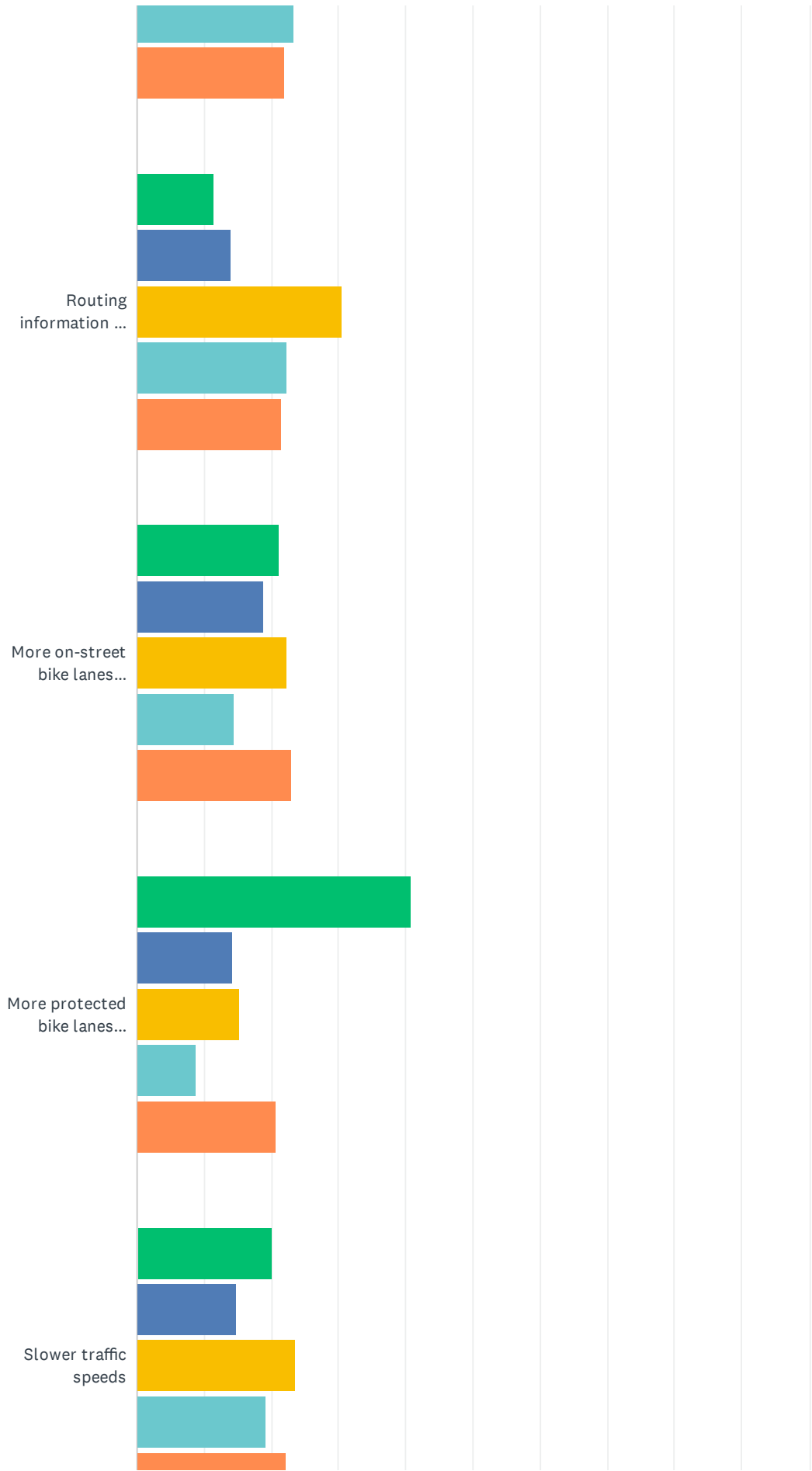


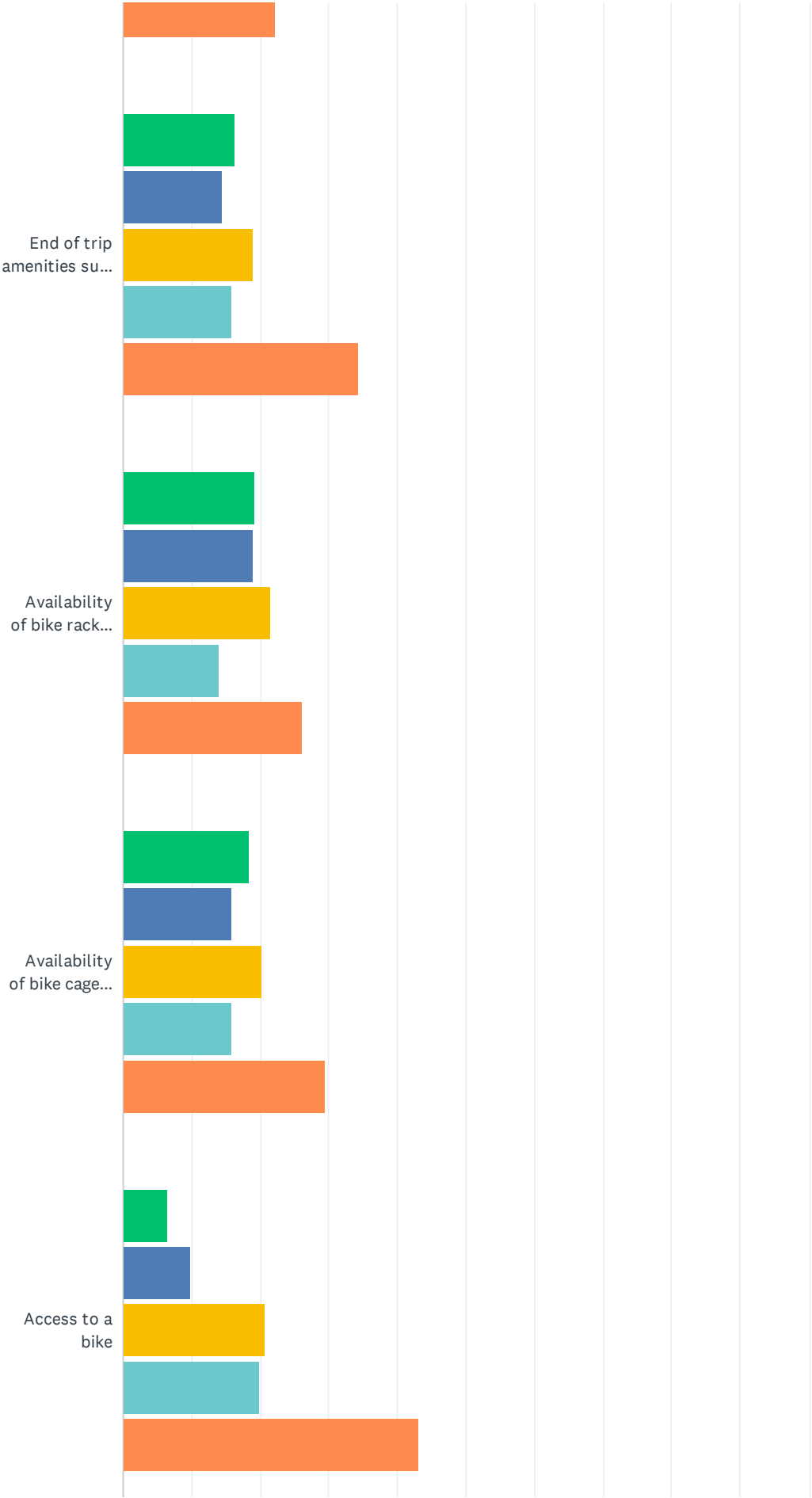
ANSWER CHOICES	RESPONSES	
Convenience (and speed) of driving	50.99%	644
Carrying capacity (children, groceries, etc.)	50.91%	643
Care-taking responsibilities (children, older family members, etc.)	21.06%	266
Concerns about crime	6.33%	80
Personal safety from other roadway users	50.36%	636
Work schedule or work responsibilities	27.79%	351
Lack of interest	4.51%	57
I don't own or have access to a bike	8.71%	110
Not applicable	10.93%	138
Other (please specify)	7.05%	89
Total Respondents: 1,263		

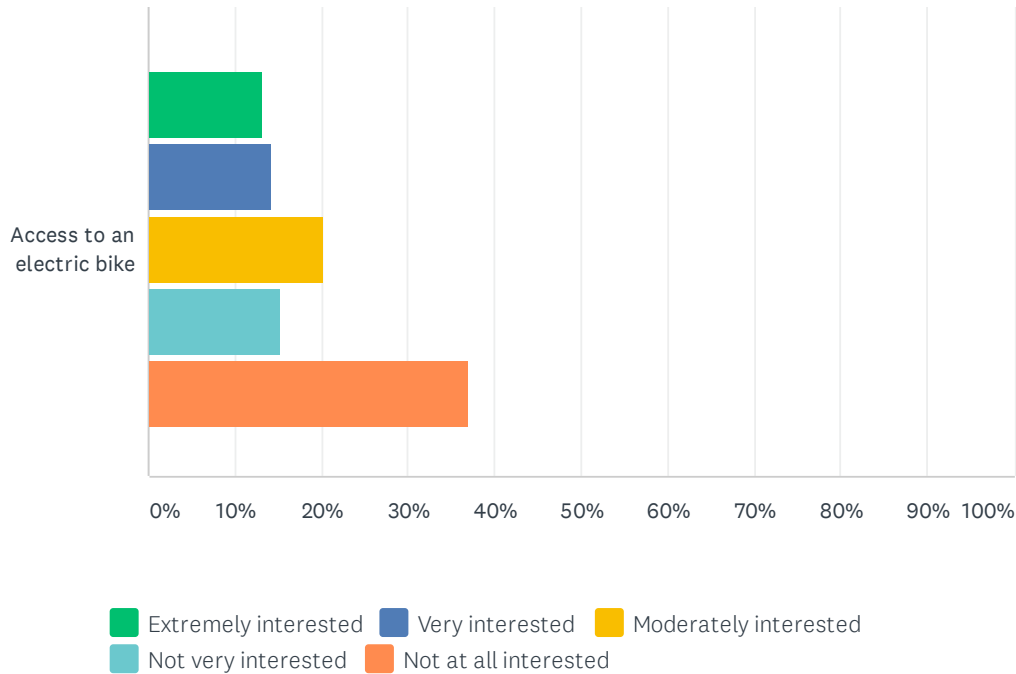
Q6 If the following street and sidewalk features were improved, how interested would you be in walking or biking more?

Answered: 1,264 Skipped: 14





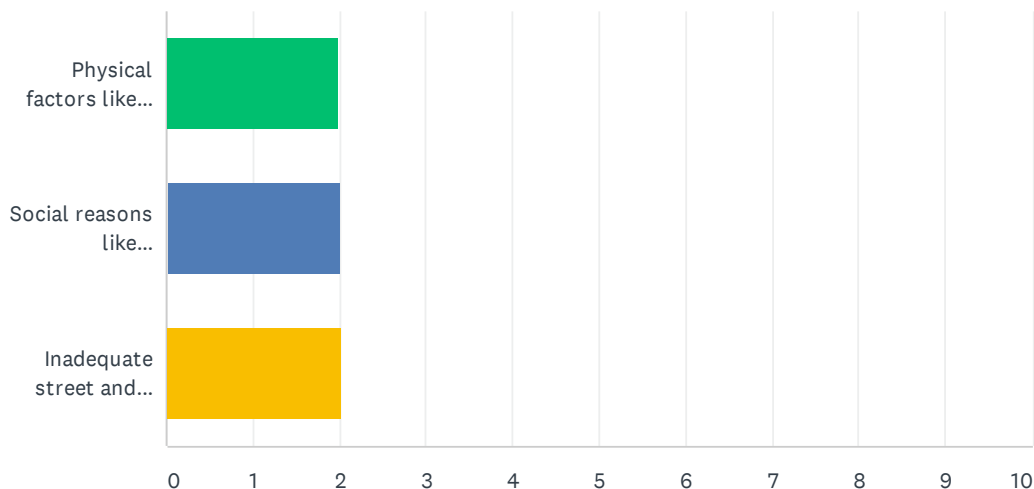




	EXTREMELY INTERESTED	VERY INTERESTED	MODERATELY INTERESTED	NOT VERY INTERESTED	NOT AT ALL INTERESTED	TOTAL
Better street lighting	24.36% 293	23.28% 280	32.17% 387	11.89% 143	8.31% 100	1,203
More connected sidewalks	43.50% 532	25.10% 307	18.40% 225	6.70% 82	6.30% 77	1,223
Safer crosswalks (such as flashing lights)	35.21% 432	27.38% 336	23.23% 285	8.15% 100	6.03% 74	1,227
Accessible ramps at intersections	12.85% 151	12.68% 149	29.11% 342	23.49% 276	21.87% 257	1,175
Routing information and signage	11.45% 135	13.99% 165	30.53% 360	22.39% 264	21.63% 255	1,179
More on-street bike lanes (separated by a painted line)	21.20% 257	18.89% 229	22.36% 271	14.44% 175	23.10% 280	1,212
More protected bike lanes (separated by planter strips or curbs)	40.88% 500	14.31% 175	15.21% 186	8.83% 108	20.77% 254	1,223
Slower traffic speeds	20.05% 241	14.89% 179	23.63% 284	19.22% 231	22.21% 267	1,202
End of trip amenities such as showers at work	16.35% 190	14.37% 167	19.10% 222	15.83% 184	34.34% 399	1,162
Availability of bike racks at my destination or transit stop	19.24% 227	19.07% 225	21.61% 255	13.98% 165	26.10% 308	1,180
Availability of bike cages or bike lockers at my destination or transit stop	18.39% 215	16.00% 187	20.27% 237	15.91% 186	29.43% 344	1,169
Access to a bike	6.43% 72	9.92% 111	20.73% 232	19.84% 222	43.07% 482	1,119
Access to an electric bike	13.12% 149	14.17% 161	20.33% 231	15.32% 174	37.06% 421	1,136

Q7 Rank the following factors from highest to lowest impact on what is keeping you from walking or biking more? (1 is highest impact)

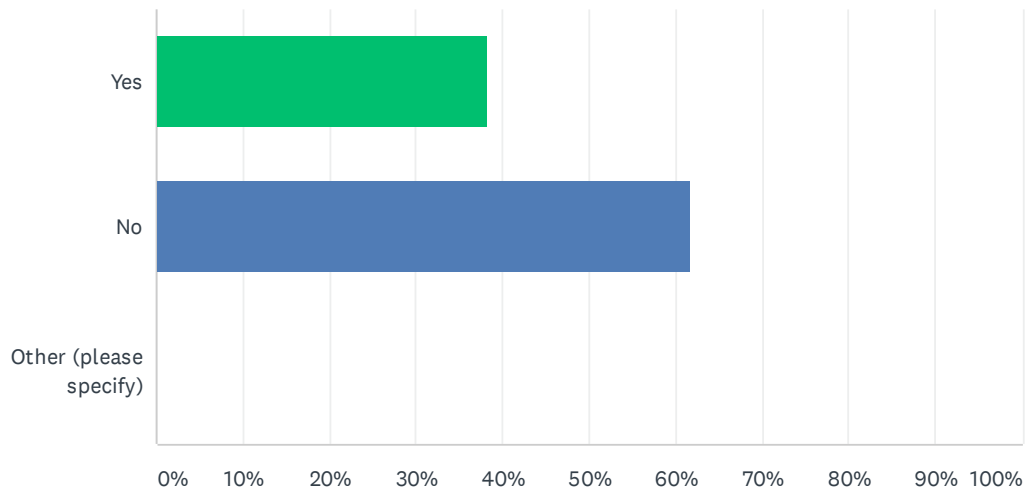
Answered: 1,237 Skipped: 41



	1	2	3	TOTAL	SCORE
Physical factors like personal ability, distance/hills, weather/climate	32.22% 375	34.62% 403	33.16% 386	1,164	1.99
Social reasons like convenience of driving, caring for children or elderly, or personal safety from crime	31.20% 365	38.12% 446	30.68% 359	1,170	2.01
Inadequate street and sidewalk features like absence of sidewalks or bike lanes	38.37% 465	26.16% 317	35.48% 430	1,212	2.03

Q8 Do you have or currently care for school-age (Kindergarten - grade 12) students?

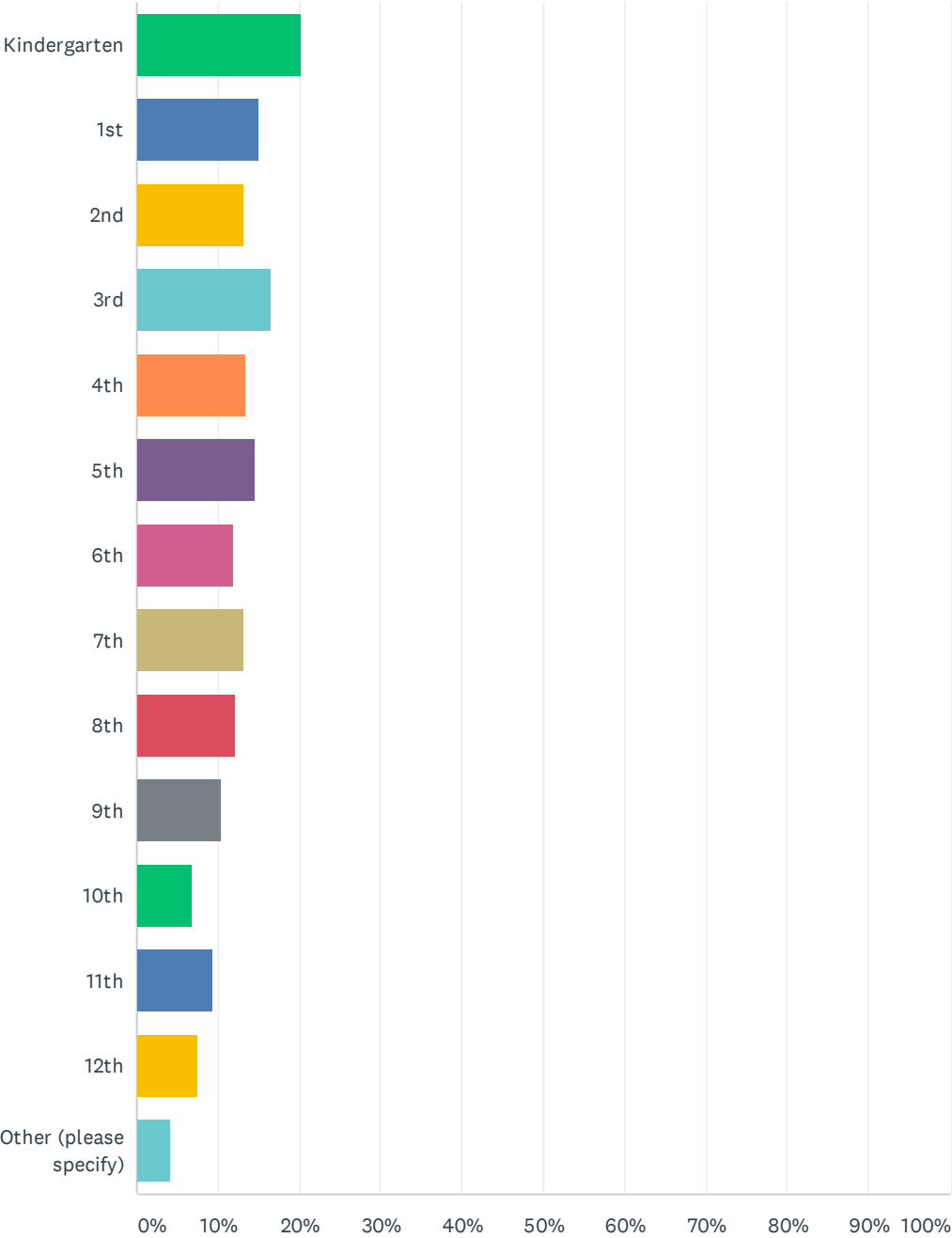
Answered: 1,278 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	38.34%	490
No	61.66%	788
Other (please specify)	0.00%	0
TOTAL		1,278

Q9 What are the grades of your school-age students? (check all that apply)

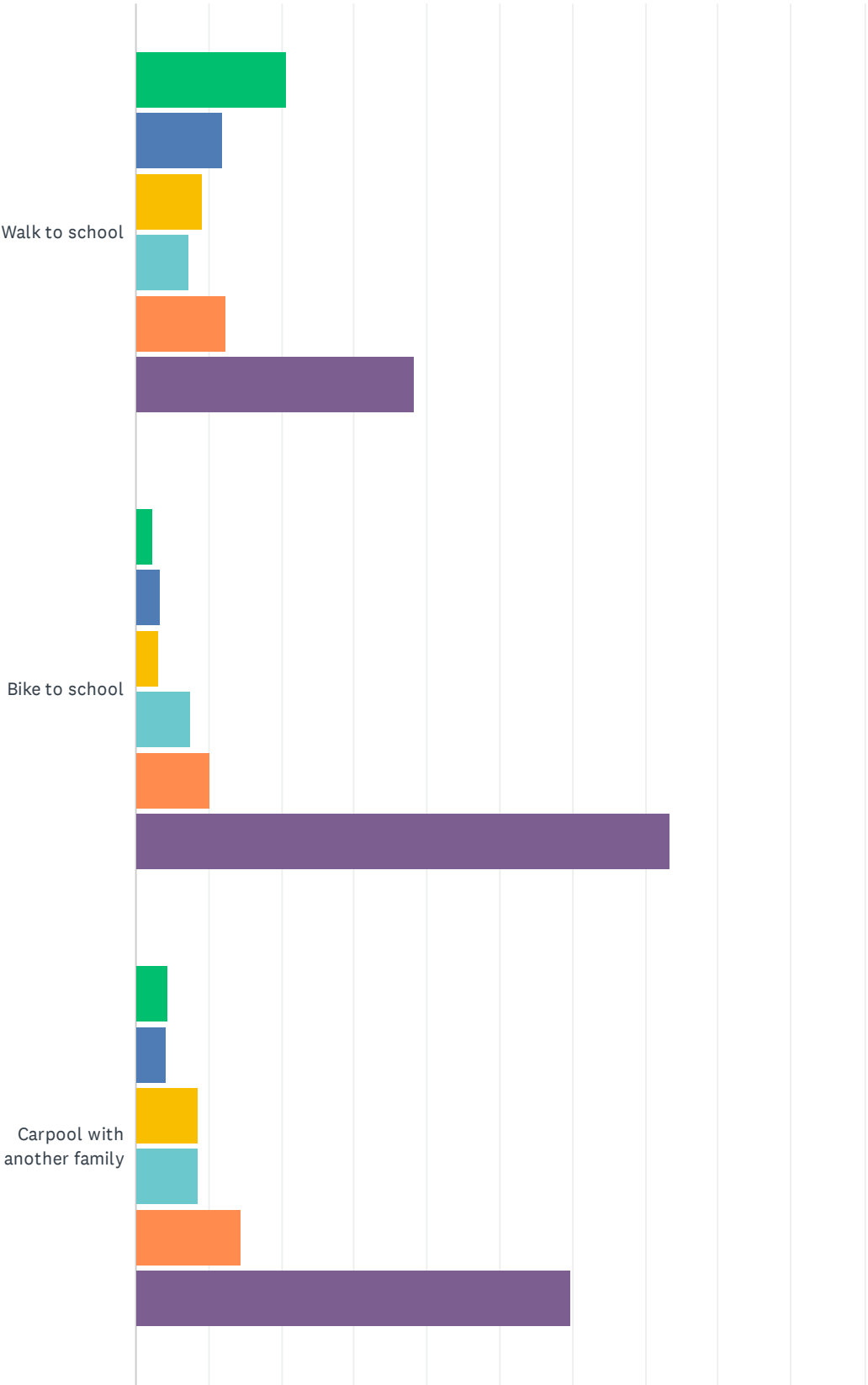
Answered: 438 Skipped: 840

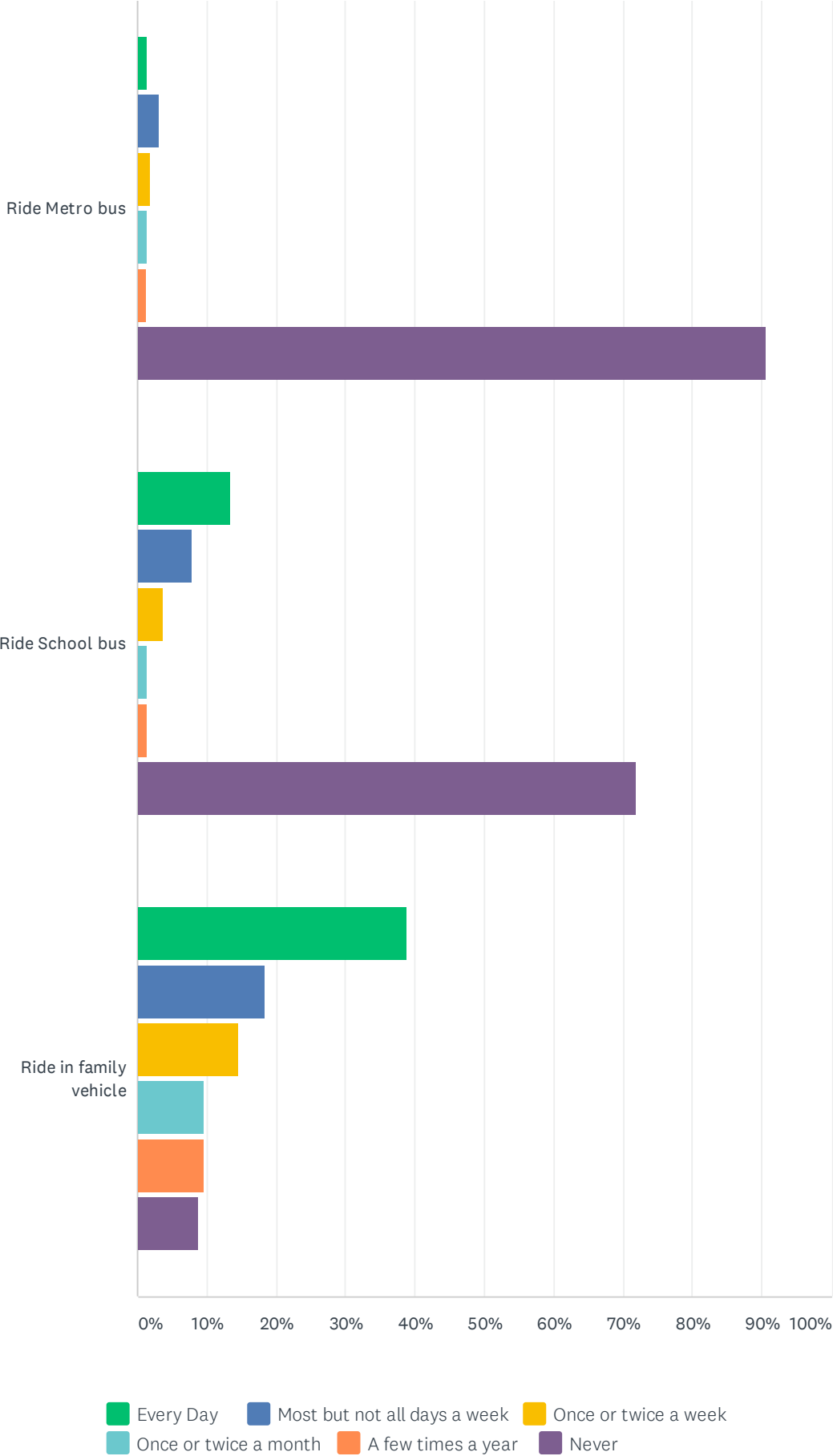


ANSWER CHOICES	RESPONSES	
Kindergarten	20.32%	89
1st	15.07%	66
2nd	13.24%	58
3rd	16.44%	72
4th	13.47%	59
5th	14.61%	64
6th	11.87%	52
7th	13.24%	58
8th	12.10%	53
9th	10.50%	46
10th	6.85%	30
11th	9.36%	41
12th	7.53%	33
Other (please specify)	4.11%	18
Total Respondents: 438		

Q10 In a typical month, how often does your youngest student use the following transportation options to get to/from school?

Answered: 439 Skipped: 839

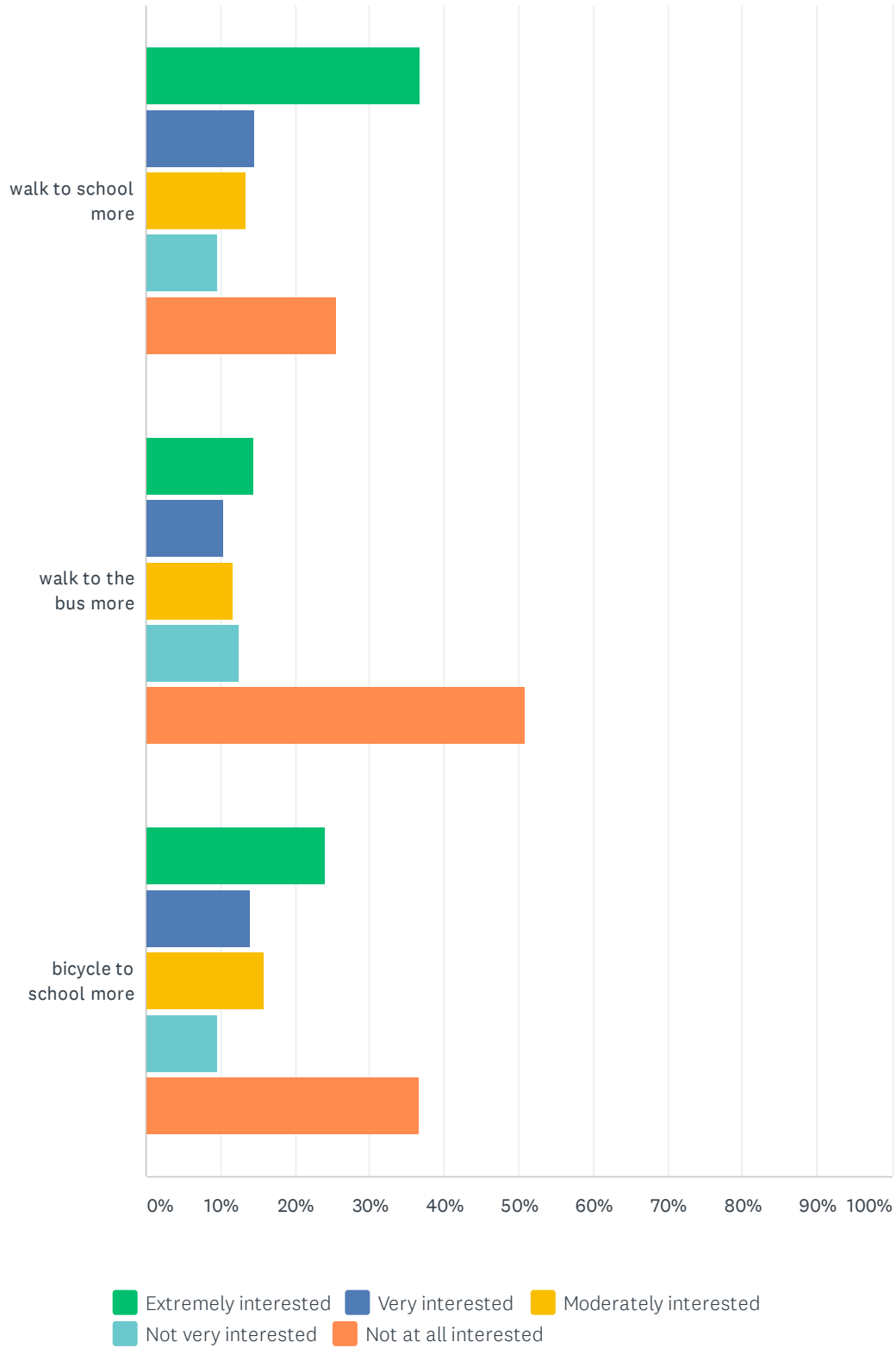




	EVERY DAY	MOST BUT NOT ALL DAYS A WEEK	ONCE OR TWICE A WEEK	ONCE OR TWICE A MONTH	A FEW TIMES A YEAR	NEVER	TOTAL
Walk to school	20.79% 84	11.88% 48	9.16% 37	7.43% 30	12.38% 50	38.37% 155	404
Bike to school	2.32% 9	3.35% 13	3.09% 12	7.47% 29	10.31% 40	73.45% 285	388
Carpool with another family	4.40% 17	4.15% 16	8.55% 33	8.55% 33	14.51% 56	59.84% 231	386
Ride Metro bus	1.56% 6	3.13% 12	1.82% 7	1.56% 6	1.30% 5	90.63% 348	384
Ride School bus	13.42% 53	7.85% 31	3.80% 15	1.52% 6	1.52% 6	71.90% 284	395
Ride in family vehicle	38.89% 161	18.36% 76	14.73% 61	9.66% 40	9.66% 40	8.70% 36	414

Q11 How interested are you in having your youngest student _____?

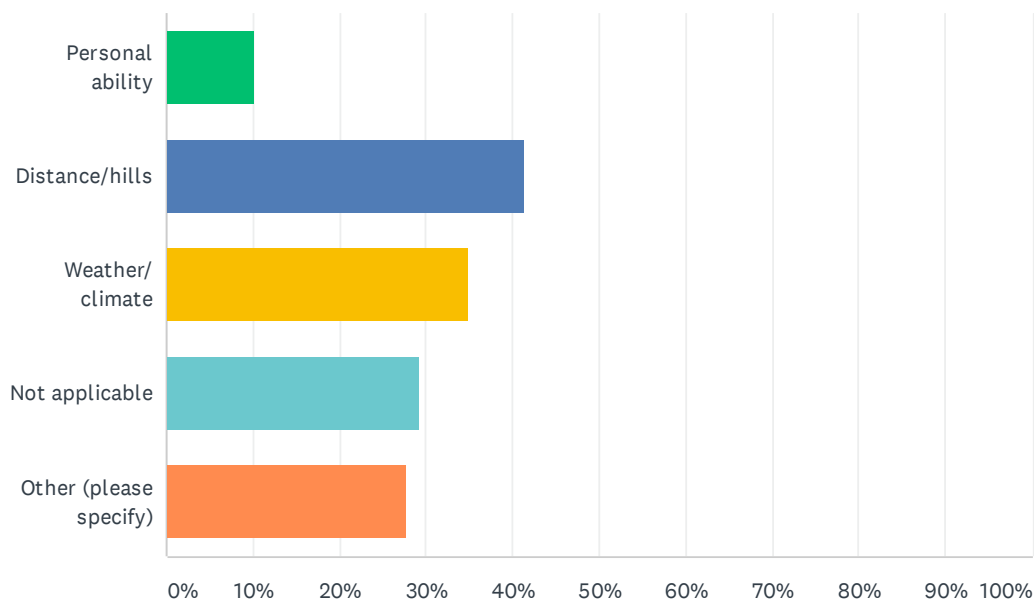
Answered: 437 Skipped: 841



	EXTREMELY INTERESTED	VERY INTERESTED	MODERATELY INTERESTED	NOT VERY INTERESTED	NOT AT ALL INTERESTED	TOTAL
walk to school more	36.92% 158	14.72% 63	13.32% 57	9.58% 41	25.47% 109	428
walk to the bus more	14.39% 58	10.42% 42	11.66% 47	12.66% 51	50.87% 205	403
bicycle to school more	24.06% 102	13.92% 59	15.80% 67	9.67% 41	36.56% 155	424

**Q12 If physical factors keep your youngest student from walking or biking to/from school, which of the following best describes the reason?
(check all that apply)**

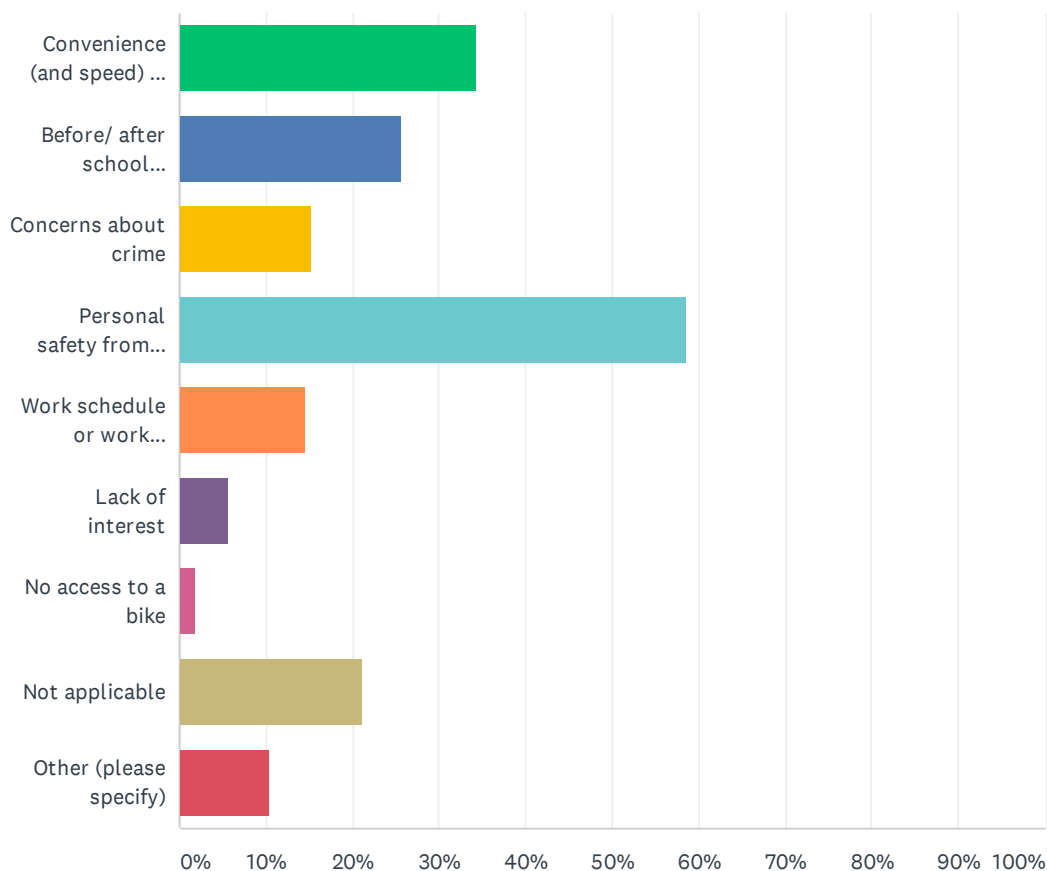
Answered: 436 Skipped: 842



ANSWER CHOICES	RESPONSES	
Personal ability	10.32%	45
Distance/hills	41.51%	181
Weather/ climate	34.86%	152
Not applicable	29.36%	128
Other (please specify)	27.75%	121
Total Respondents: 436		

**Q13 If social reasons keep your youngest student from walking or biking to/from school, which of the following best describes the reason?
(check all that apply)**

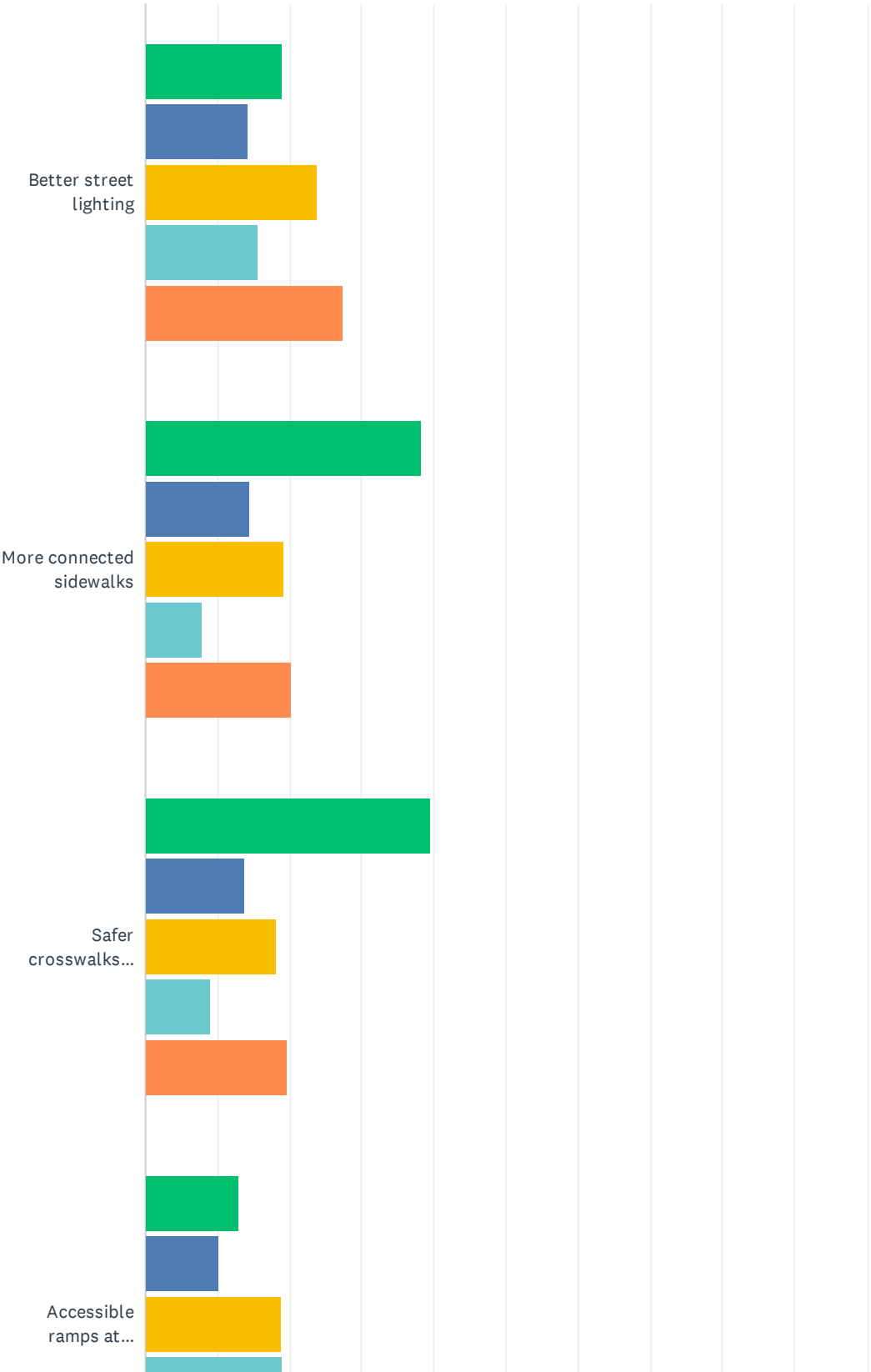
Answered: 437 Skipped: 841

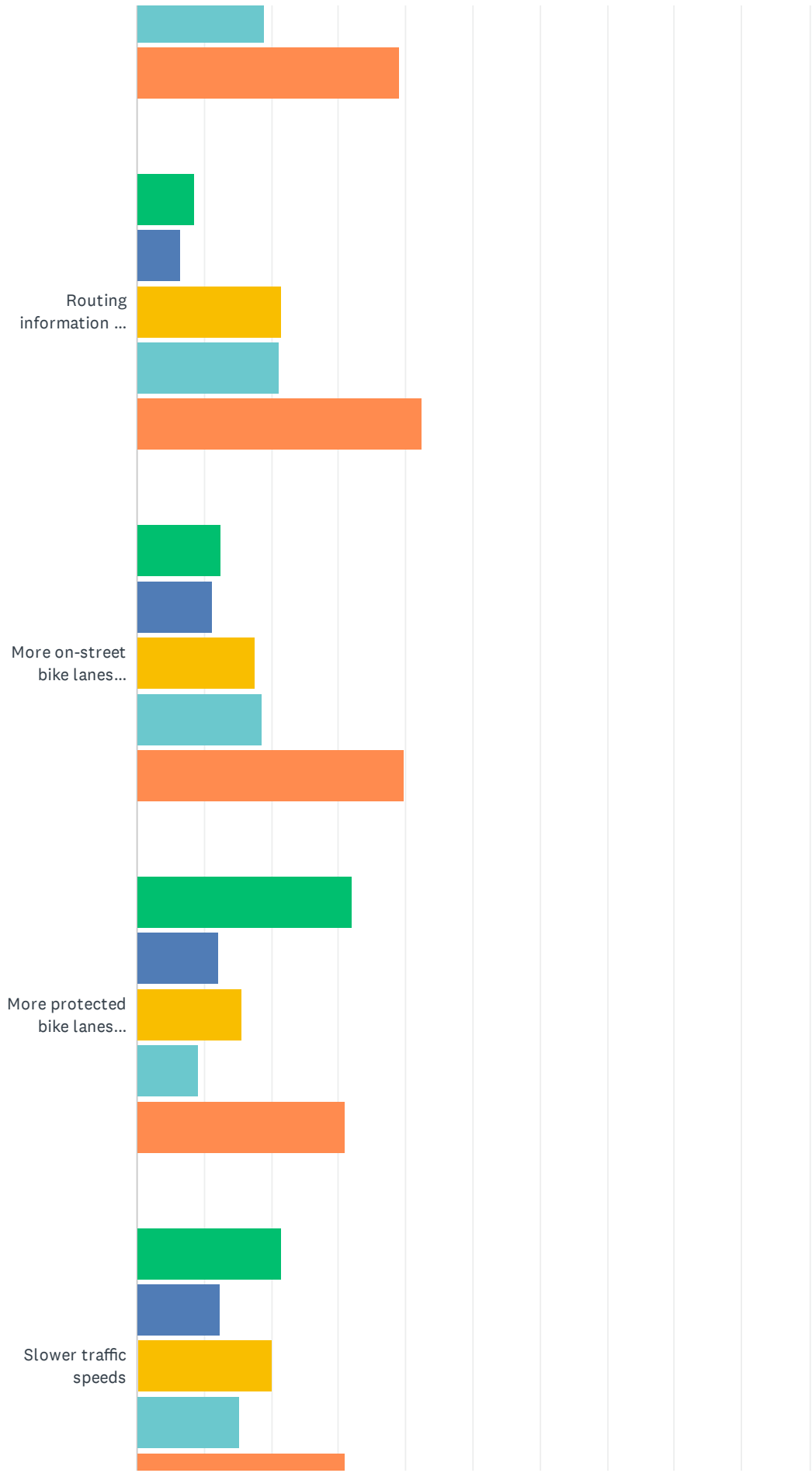


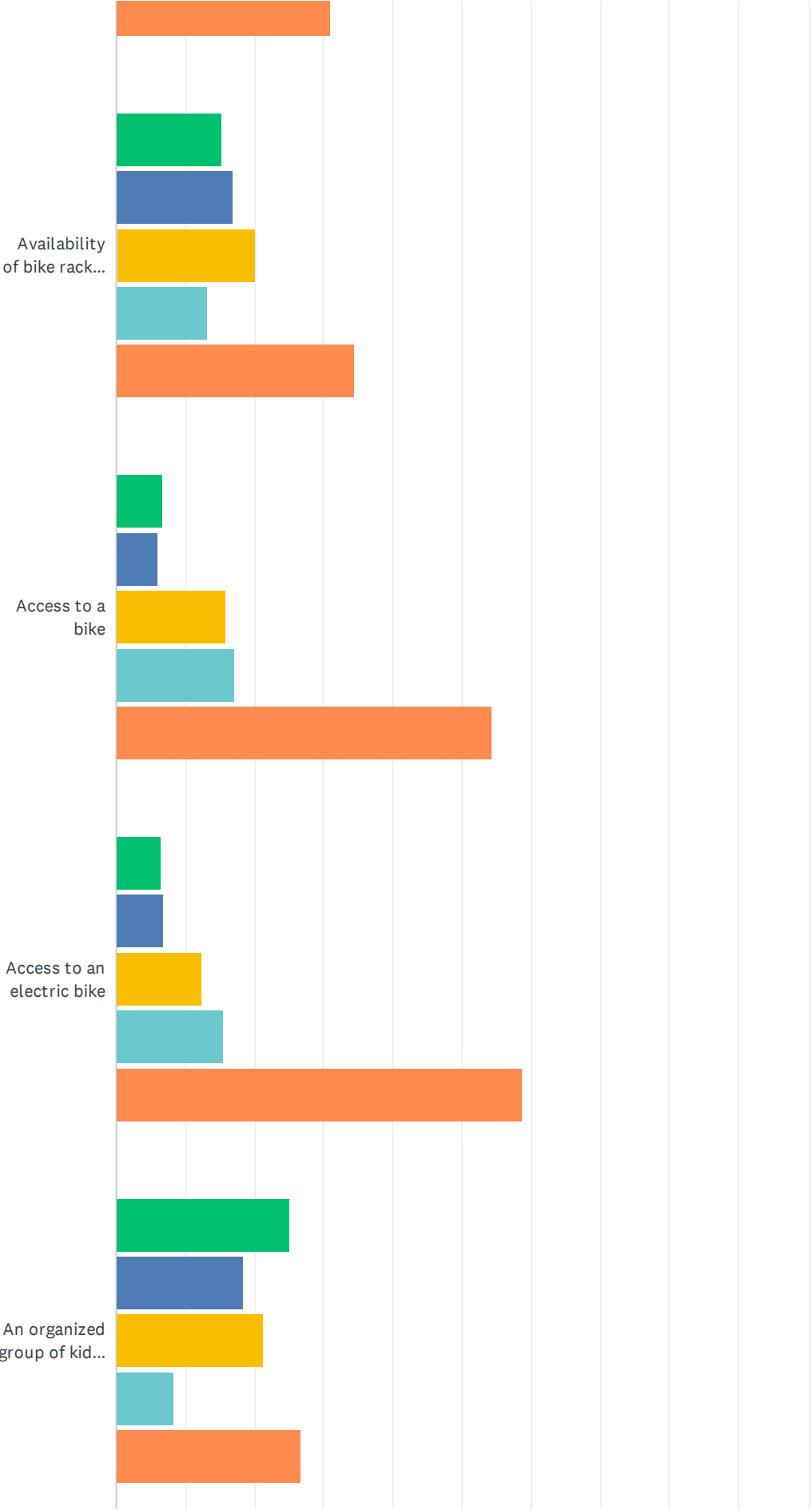
ANSWER CHOICES	RESPONSES	
Convenience (and speed) of driving	34.32%	150
Before/ after school activities	25.63%	112
Concerns about crime	15.33%	67
Personal safety from other roadway users	58.58%	256
Work schedule or work responsibilities	14.65%	64
Lack of interest	5.72%	25
No access to a bike	1.83%	8
Not applicable	21.05%	92
Other (please specify)	10.53%	46
Total Respondents: 437		

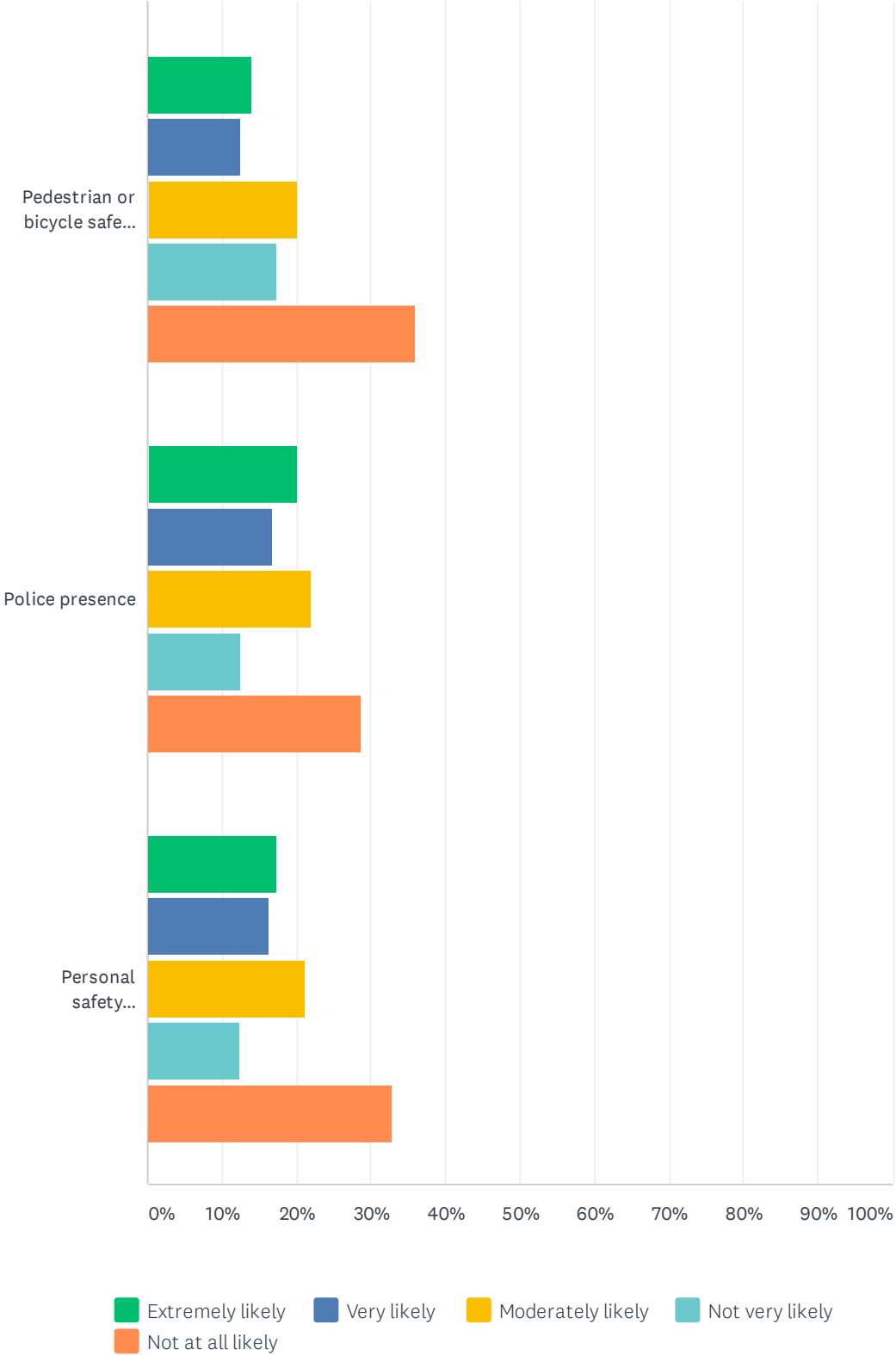
Q14 If the following street and sidewalk features were improved, how likely would your youngest student walk or bike to/ from school more?

Answered: 423 Skipped: 855





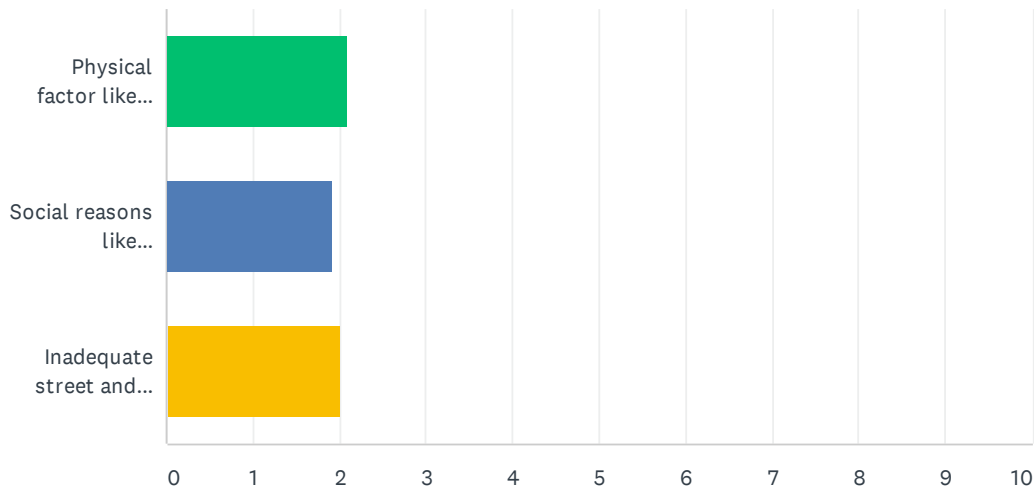




	EXTREMELY LIKELY	VERY LIKELY	MODERATELY LIKELY	NOT VERY LIKELY	NOT AT ALL LIKELY	TOTAL
Better street lighting	19.02% 78	14.15% 58	23.90% 98	15.61% 64	27.32% 112	410
More connected sidewalks	38.22% 159	14.42% 60	19.23% 80	7.93% 33	20.19% 84	416
Safer crosswalks (such as flashing lights)	39.61% 164	13.77% 57	18.12% 75	8.94% 37	19.57% 81	414
Accessible ramps at intersections	12.87% 52	10.15% 41	18.81% 76	19.06% 77	39.11% 158	404
Routing information and signage	8.48% 34	6.48% 26	21.45% 86	21.20% 85	42.39% 170	401
More on-street bike lanes (separated by a painted line)	12.59% 52	11.38% 47	17.68% 73	18.64% 77	39.71% 164	413
More protected bike lanes (separated by planter strips or curbs)	31.96% 132	12.11% 50	15.74% 65	9.20% 38	30.99% 128	413
Slower traffic speeds	21.57% 88	12.25% 50	20.10% 82	15.20% 62	30.88% 126	408
Availability of bike racks at school	15.31% 62	17.04% 69	20.00% 81	13.09% 53	34.57% 140	405
Access to a bike	6.63% 26	6.12% 24	15.82% 62	17.09% 67	54.34% 213	392
Access to an electric bike	6.47% 26	6.97% 28	12.44% 50	15.42% 62	58.71% 236	402
An organized group of kids/ adults walking or biking together	25.12% 104	18.36% 76	21.26% 88	8.45% 35	26.81% 111	414
Pedestrian or bicycle safety education	14.07% 57	12.59% 51	20.00% 81	17.28% 70	36.05% 146	405
Police presence	20.15% 82	16.71% 68	21.87% 89	12.53% 51	28.75% 117	407
Personal safety incentives	17.37% 70	16.38% 66	21.09% 85	12.41% 50	32.75% 132	403

Q15 Rank the following factors from highest to lowest impact on what is keeping your youngest student from walking or biking to/from school more? (1 is highest impact)

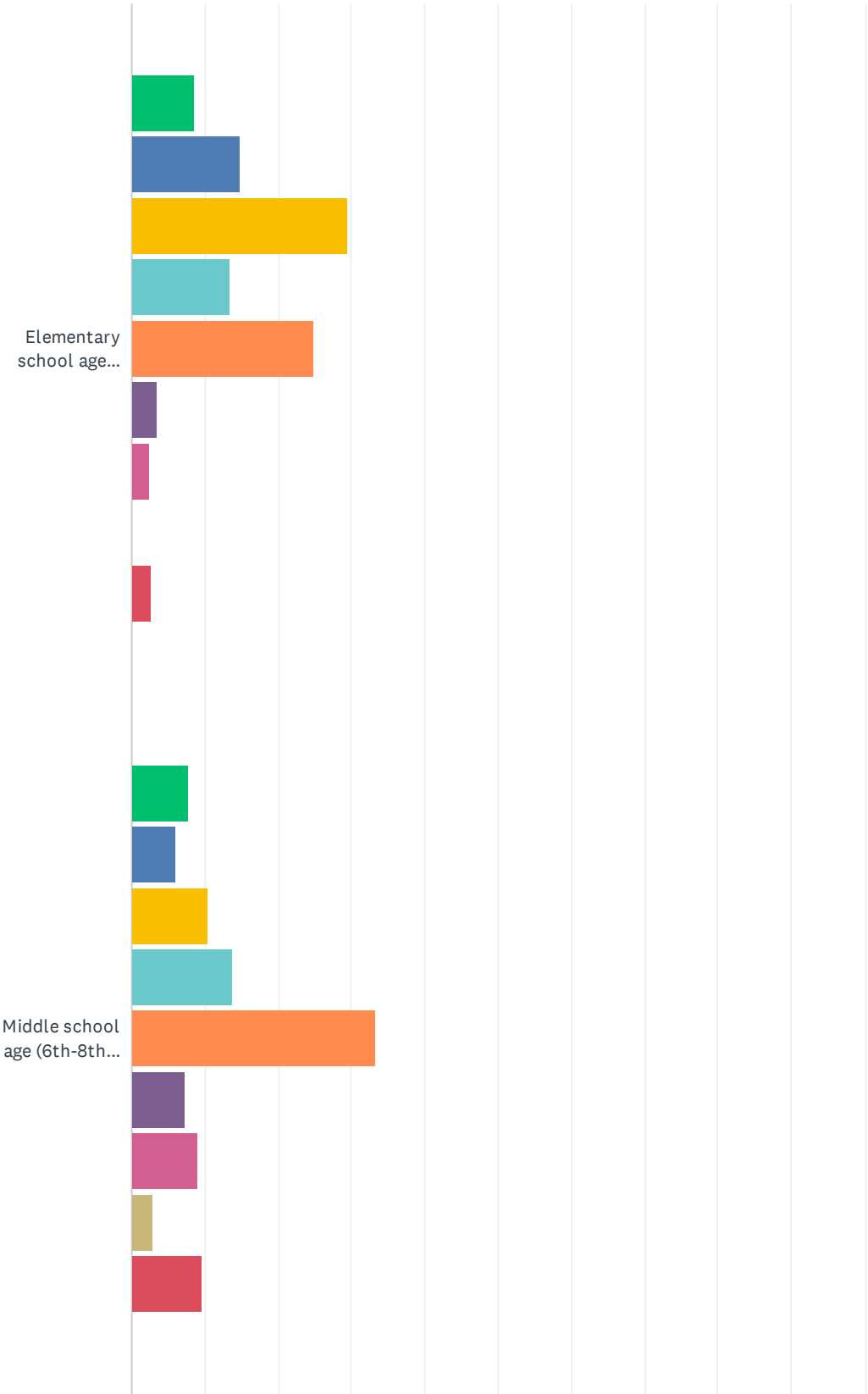
Answered: 421 Skipped: 857

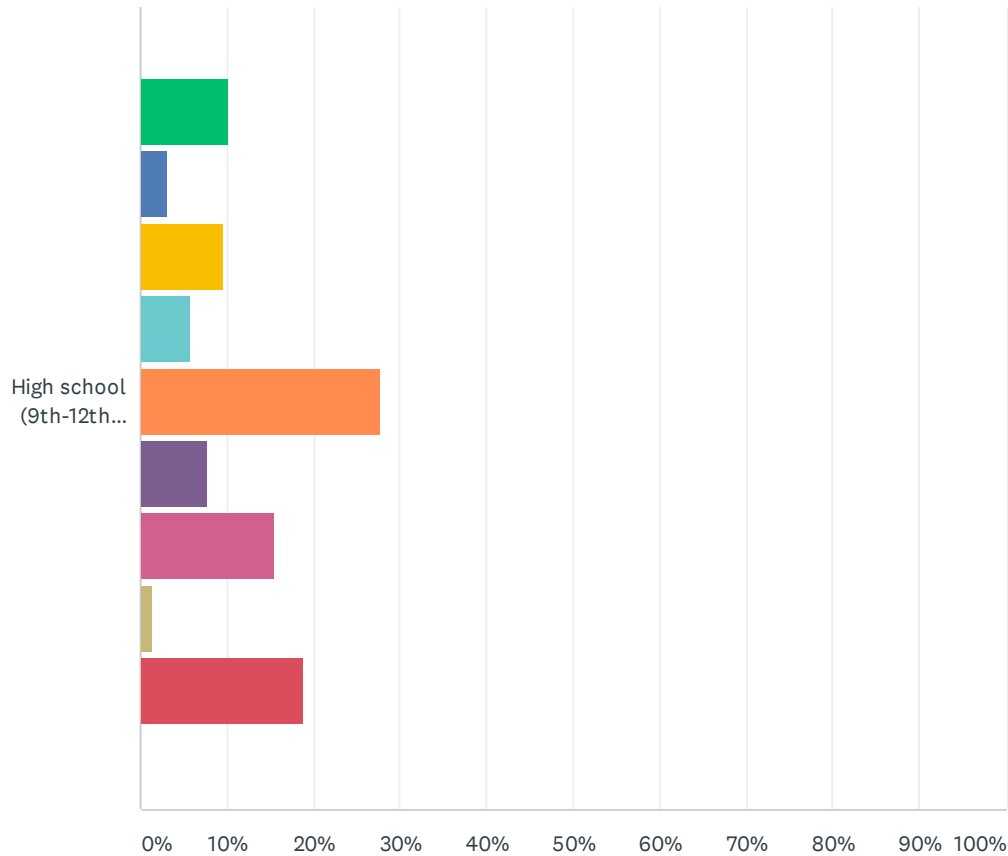


	1	2	3	TOTAL	SCORE
Physical factor like personal ability, distance/hills, weather/climate	40.60% 162	27.82% 111	31.58% 126	399	2.09
Social reasons like convenience of driving, caring for children or elderly, or personal safety from crime	22.39% 90	47.26% 190	30.35% 122	402	1.92
Inadequate street and sidewalk features like absence of sidewalks or bike lanes	38.65% 160	24.15% 100	37.20% 154	414	2.01

Q16 What is the farthest your youngest student would walk to/from school?

Answered: 437 Skipped: 841



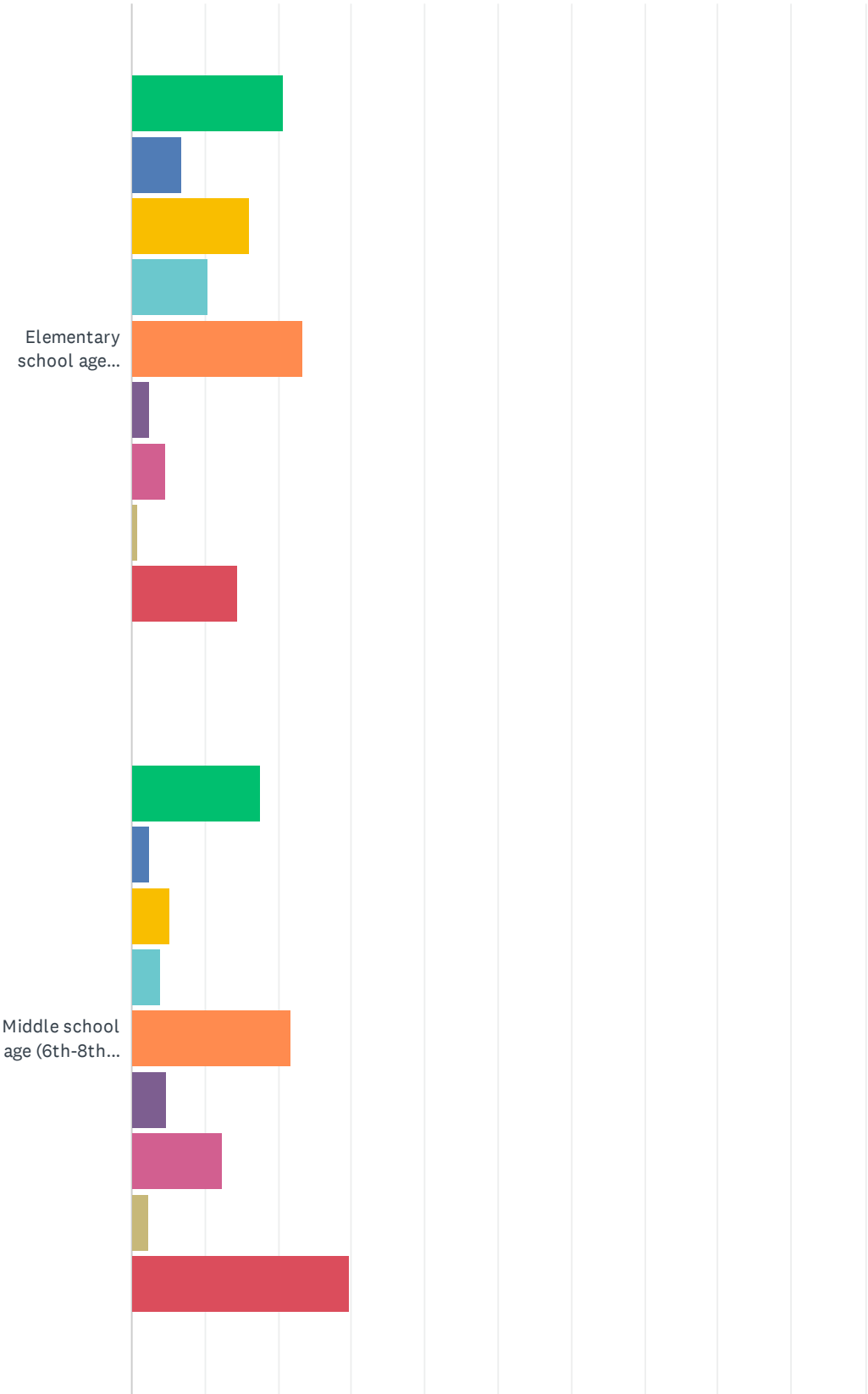


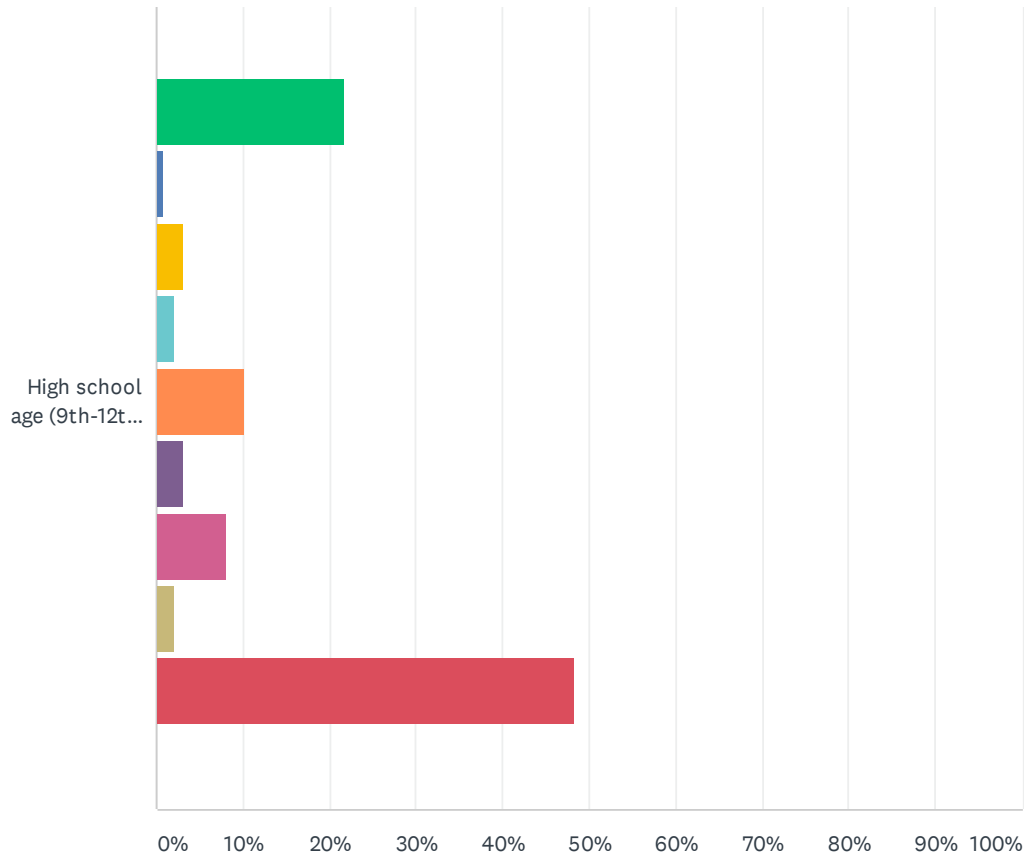
■ not at all
 ■ 1/4 mile
 ■ 1/2 mile
 ■ 3/4 mile
 ■ 1 mile
■ 1 & 1/4 mile
■ 1 & 1/2 mile
■ 1 & 3/4 mile
■ 2+ miles

	NOT AT ALL	1/4 MILE	1/2 MILE	3/4 MILE	1 MILE	1 & 1/4 MILE	1 & 1/2 MILE	1 & 3/4 MILE	2+ MILES	TOTAL	WEIGHTED AVERAGE
Elementary school age (K-5th grade)	8.52% 31	14.84% 54	29.40% 107	13.46% 49	25.00% 91	3.57% 13	2.47% 9	0.00% 0	2.75% 10	364	2.92
Middle school age (6th-8th grade)	7.67% 24	6.07% 19	10.54% 33	13.74% 43	33.23% 104	7.35% 23	8.95% 28	2.88% 9	9.58% 30	313	4.02
High school (9th-12th grade)	10.19% 33	3.09% 10	9.57% 31	5.86% 19	27.78% 90	7.72% 25	15.43% 50	1.54% 5	18.83% 61	324	4.57

Q17 What is the farthest your youngest student would bike to/from school?

Answered: 432 Skipped: 846



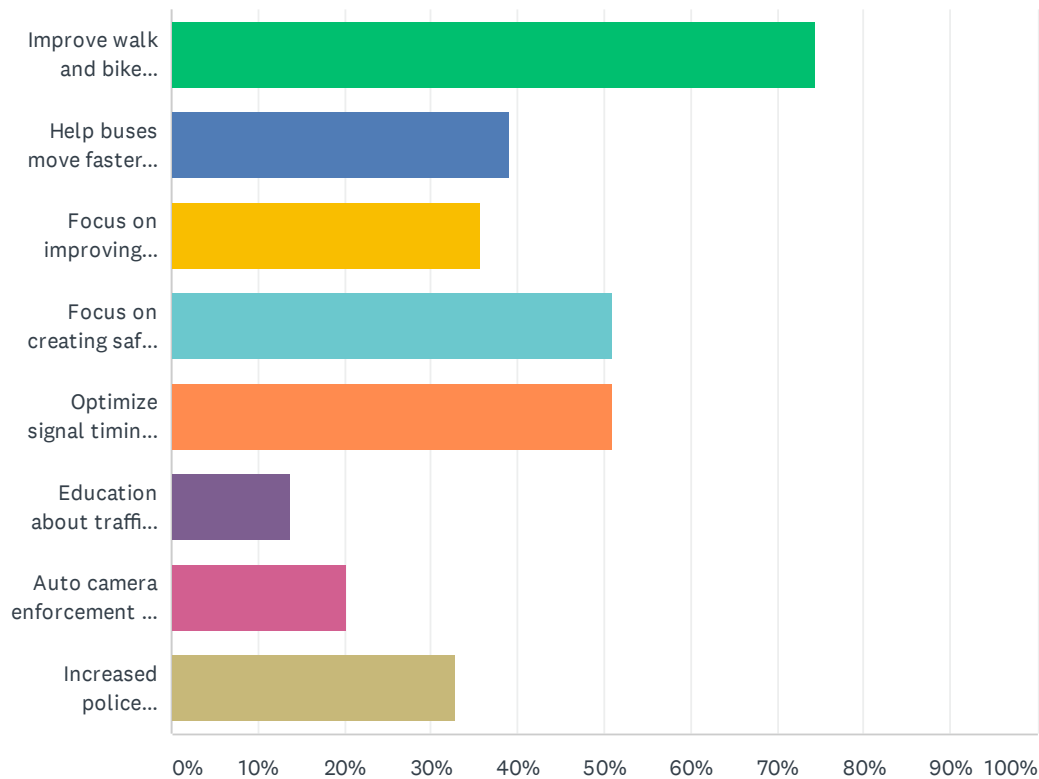


■ not at all
 ■ 1/4 mile
 ■ 1/2 mile
 ■ 3/4 mile
 ■ 1 mile
■ 1 & 1/4 mile
■ 1 & 1/2 mile
■ 1 & 3/4 mile
■ 2+ miles

	NOT AT ALL	1/4 MILE	1/2 MILE	3/4 MILE	1 MILE	1 & 1/4 MILE	1 & 1/2 MILE	1 & 3/4 MILE	2+ MILES	TOTAL	WEIGHTED AVERAGE
Elementary school age (K-5th grade)	20.72% 75	6.91% 25	16.02% 58	10.50% 38	23.48% 85	2.49% 9	4.70% 17	0.83% 3	14.36% 52	362	3.53
Middle school age (6th-8th grade)	17.48% 54	2.59% 8	5.18% 16	3.88% 12	21.68% 67	4.85% 15	12.30% 38	2.27% 7	29.77% 92	309	4.83
High school age (9th- 12th grade)	21.81% 70	0.93% 3	3.12% 10	2.18% 7	10.28% 33	3.12% 10	8.10% 26	2.18% 7	48.29% 155	321	5.43

Q18 Please identify the following transportation improvements you think are most important for the City to focus on. (check all that apply)

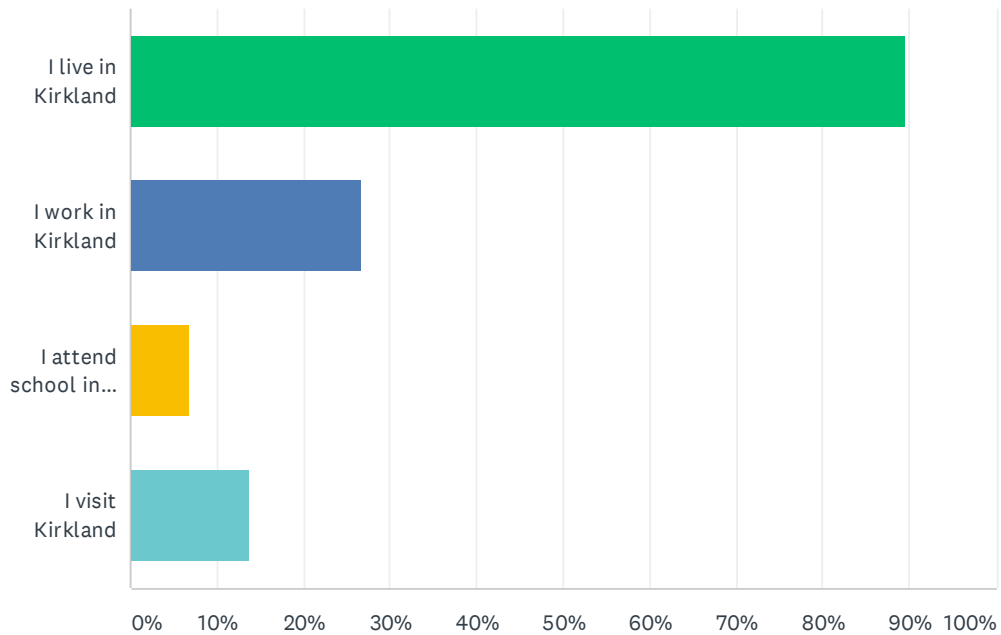
Answered: 1,195 Skipped: 83



ANSWER CHOICES	RESPONSES	
Improve walk and bike connectivity and safety	74.56%	891
Help buses move faster through traffic	39.08%	467
Focus on improving options for the first or last mile to transit (walk, bike, ride share, other programs/ services)	35.73%	427
Focus on creating safer routes to school (sidewalks, crosswalks, slowing traffic speeds, street lighting)	51.13%	611
Optimize signal timing for traffic to move more efficiently	51.05%	610
Education about traffic safety through communication and neighborhood engagement	13.72%	164
Auto camera enforcement or police enforcement near schools	20.25%	242
Increased police enforcement at intersections / corridors with the most crashes / speeding	32.89%	393
Total Respondents: 1,195		

Q19 Please check all that apply. (Optional)

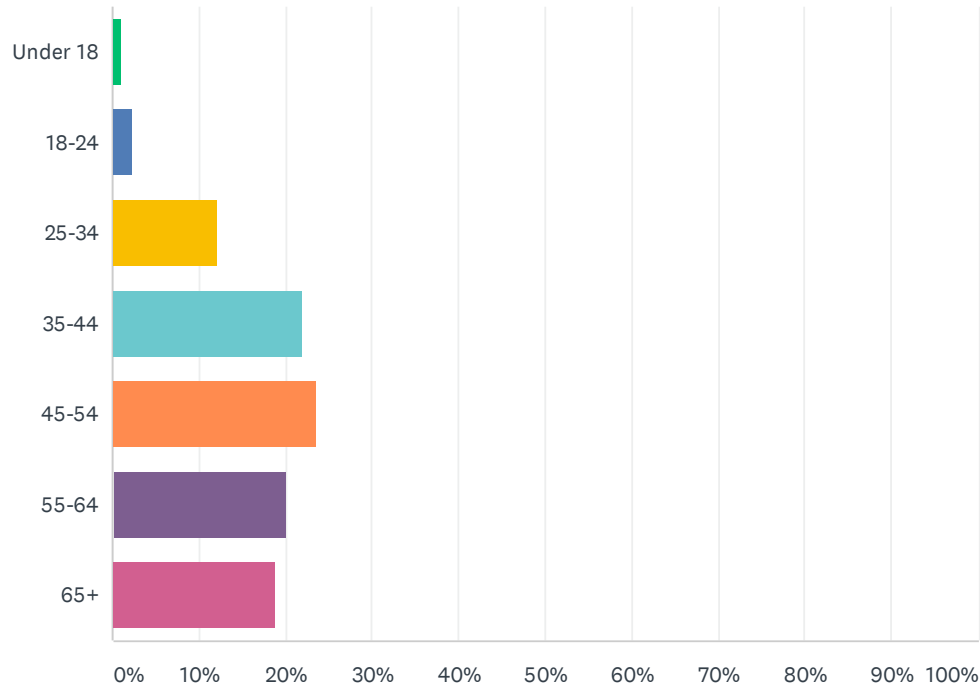
Answered: 1,200 Skipped: 78



ANSWER CHOICES	RESPONSES	
I live in Kirkland	89.58%	1,075
I work in Kirkland	26.75%	321
I attend school in Kirkland	7.00%	84
I visit Kirkland	13.75%	165
Total Respondents: 1,200		

Q20 What is your age? (Optional)

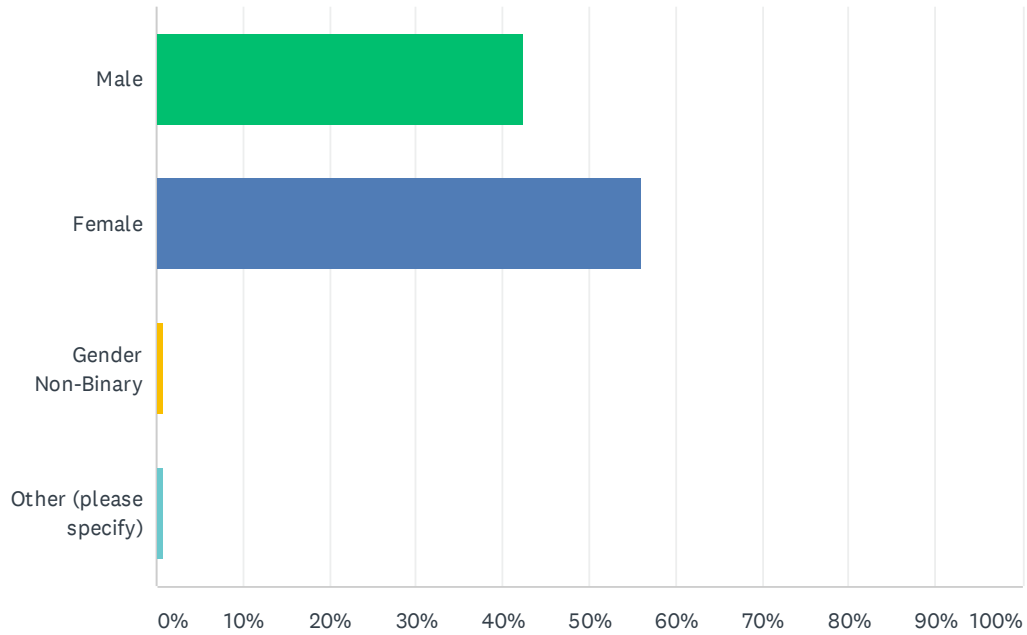
Answered: 1,175 Skipped: 103



ANSWER CHOICES	RESPONSES	
Under 18	1.02%	12
18-24	2.21%	26
25-34	12.09%	142
35-44	21.87%	257
45-54	23.74%	279
55-64	20.17%	237
65+	18.89%	222
TOTAL		1,175

Q21 Which gender do you identify with? (Optional)

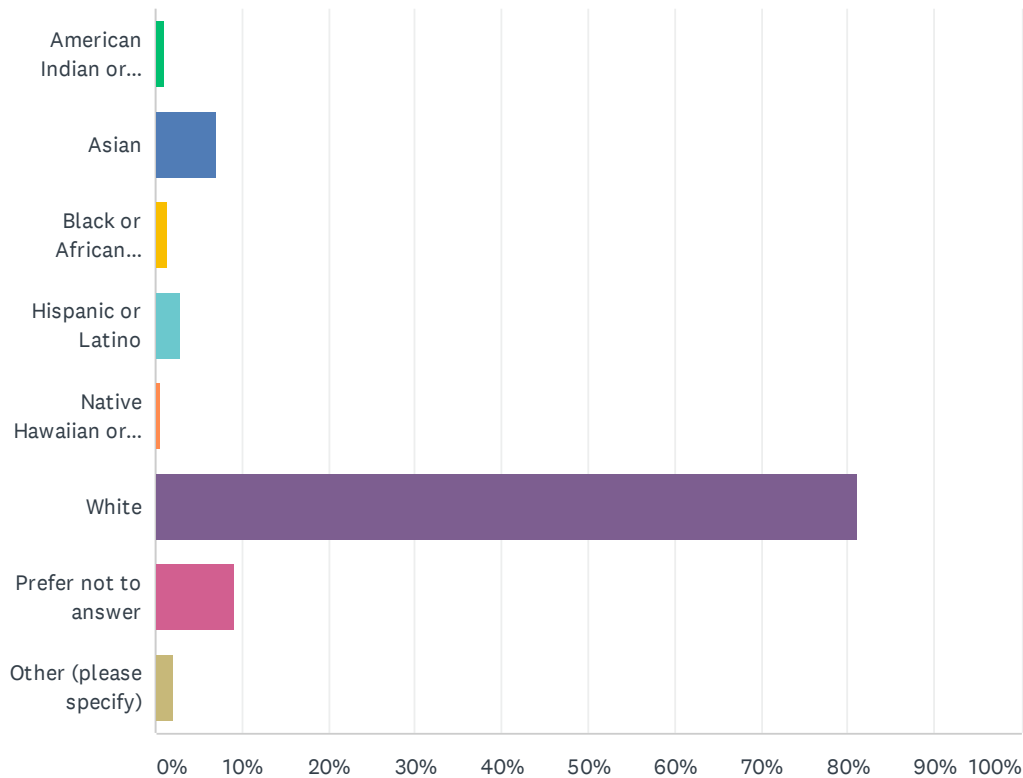
Answered: 1,168 Skipped: 110



ANSWER CHOICES	RESPONSES	
Male	42.47%	496
Female	55.99%	654
Gender Non-Binary	0.77%	9
Other (please specify)	0.77%	9
TOTAL		1,168

Q22 How do you identify? Please select all that apply. (Optional)

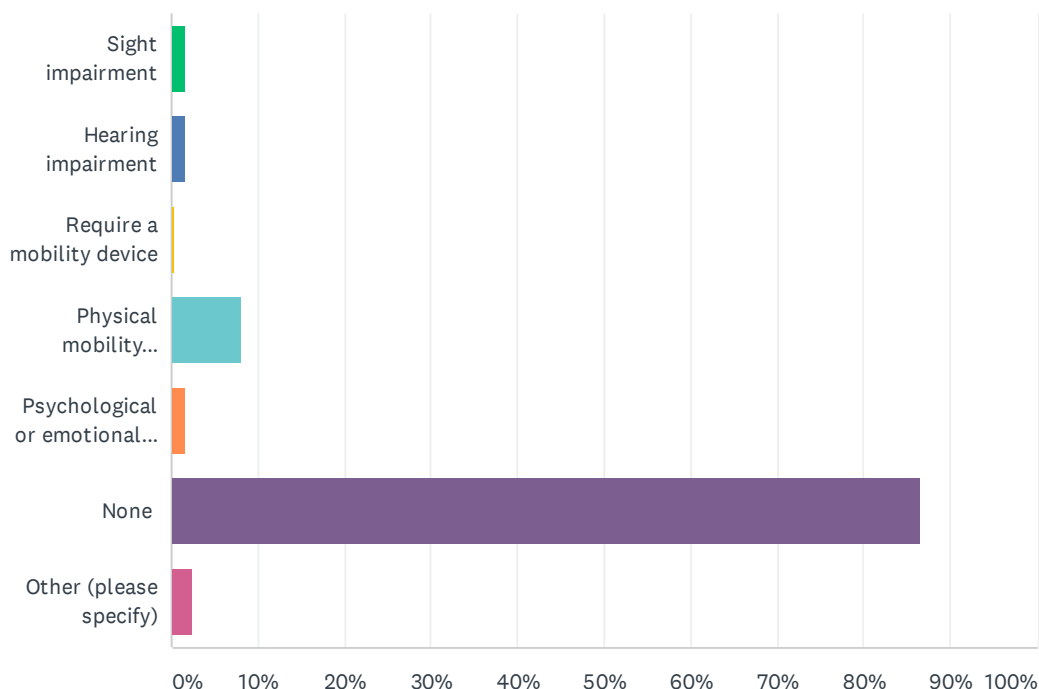
Answered: 1,166 Skipped: 112



ANSWER CHOICES	RESPONSES	
American Indian or Alaskan Native	1.11%	13
Asian	7.12%	83
Black or African American	1.37%	16
Hispanic or Latino	2.83%	33
Native Hawaiian or Other Pacific Islander	0.69%	8
White	81.13%	946
Prefer not to answer	9.18%	107
Other (please specify)	2.06%	24
Total Respondents: 1,166		

Q23 Do you experience a disability or other condition that affects your choice to walk or bike? Please select all that apply. (Optional)

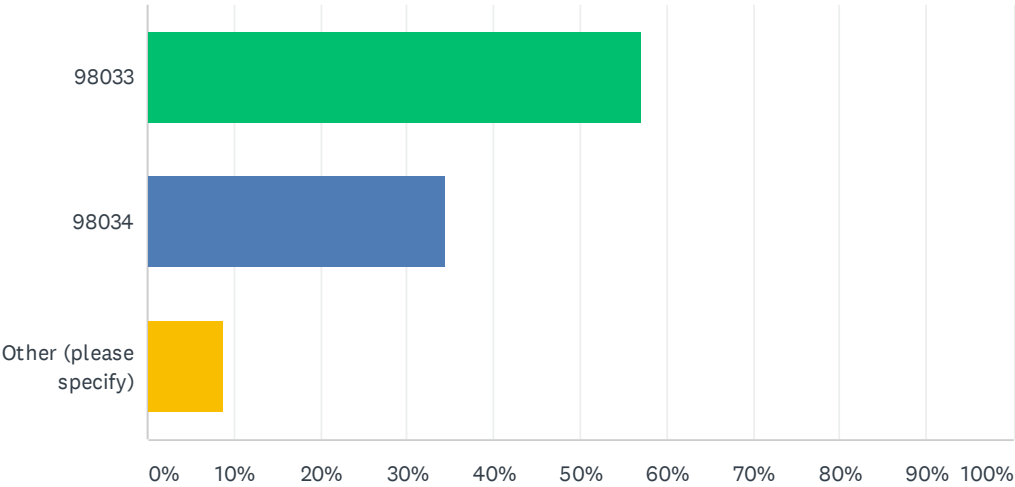
Answered: 1,164 Skipped: 114



ANSWER CHOICES	RESPONSES	
Sight impairment	1.72%	20
Hearing impairment	1.63%	19
Require a mobility device	0.52%	6
Physical mobility limitations	8.08%	94
Psychological or emotional condition	1.72%	20
None	86.51%	1,007
Other (please specify)	2.58%	30
Total Respondents: 1,164		

Q24 What is your zip code? (Optional)

Answered: 1,170 Skipped: 108



ANSWER CHOICES	RESPONSES	
98033	57.09%	668
98034	34.53%	404
Other (please specify)	8.80%	103
Total Respondents: 1,170		

appendix B: **Infrastructure Project Recommendations**

Table 32: Prioritization Table

Project ID	Project Type	Street Class	Priority Level	Sidewalk Linear Feet (approximate)
Central Houghton				
CH 01	Sidewalk	NEIGHBORHOOD ACCESS	Low	510
CH 02	Enhance crossing	MINOR ARTERIAL	Low	
CH 03	Enhance crosswalk lighting	MINOR ARTERIAL	Low	
CH 04	Sidewalk	NEIGHBORHOOD ACCESS	Low	308
CH 05	Sidewalk	NEIGHBORHOOD ACCESS	Low	266
Evergreen Hill (Kingsgate)				
EH 01	Sidewalk	NEIGHBORHOOD ACCESS	Medium	1402
EH 02	Sidewalk	COLLECTOR	Low	431
EH 03	Sidewalk	NEIGHBORHOOD ACCESS	High	2757
EH 04	Sidewalk	MINOR ARTERIAL	High	1386
EH 05	Enhance crosswalk lighting	NEIGHBORHOOD ACCESS	Low	
EH 06	Enhance crosswalk lighting	COLLECTOR	Medium	
EH 07	Enhance crosswalk lighting	NEIGHBORHOOD ACCESS	Low	
EH 08	Enhance crossing	MINOR ARTERIAL	High	
EH 09	Enhance crossing	MINOR ARTERIAL	High	
Everest				
EV 01	Sidewalk	COLLECTOR	Medium	673
EV 02	Sidewalk	COLLECTOR	Low	206
EV 03	Sidewalk	MINOR ARTERIAL	Medium	306
EV 04	Enhance crossing	MINOR ARTERIAL	High	
EV 05	Enhance crosswalk lighting	MINOR ARTERIAL	High	
Finn Hill				
FH 01	Sidewalk	Collector	High	163
FH 02	Sidewalk	COLLECTOR	Low	61
FH 03	Enhance crossing	COLLECTOR	High	
FH 04	Enhance crossing	COLLECTOR	High	

Project ID	Project Type	Street Class	Priority Level	Sidewalk Linear Feet (approximate)
FH 05	Enhance crossing	COLLECTOR	Medium	
FH 06	Enhance crossing	COLLECTOR	Medium	
FH 07	Enhance crossing	MINOR ARTERIAL	High	
FH 08	Enhance crossing	COLLECTOR	Medium	
FH 09	Sidewalk	COLLECTOR	High	1218
FH 10	Sidewalk	MINOR ARTERIAL	High	653
FH 11	Enhance crossing	MINOR ARTERIAL	High	
FH 12	Sidewalk	NEIGHBORHOOD ACCESS	Medium	1199
FH 13	Sidewalk	NEIGHBORHOOD ACCESS	Low	931
FH 14	Sidewalk	COLLECTOR	Medium	451
FH 15	Sidewalk	COLLECTOR	Medium	129
FH 16	Sidewalk	NEIGHBORHOOD ACCESS	Low	871
FH 17	Sidewalk	NEIGHBORHOOD ACCESS	Medium	1329
FH 18	Sidewalk	NEIGHBORHOOD ACCESS	Low	793
FH 19	Sidewalk	NEIGHBORHOOD ACCESS	Low	736
FH 20	Sidewalk	NEIGHBORHOOD ACCESS	Low	1160
FH 21	Sidewalk	COLLECTOR	High	293
FH 22	Sidewalk	MINOR ARTERIAL	High	3382
FH 23	Sidewalk	NEIGHBORHOOD ACCESS	Medium	1826
FH 24	Sidewalk	COLLECTOR	High	1033
FH 25	Enhance crossing	COLLECTOR	High	
FH 26	Sidewalk	COLLECTOR	Medium	885
FH 27	Enhance crosswalk lighting	COLLECTOR	High	
FH 28	Sidewalk	NEIGHBORHOOD ACCESS	Low	185
Highlands				
HLD 01	Sidewalk	COLLECTOR	Low	517

Project ID	Project Type	Street Class	Priority Level	Sidewalk Linear Feet (approximate)
Juanita				
JN 01	Enhance crossing	COLLECTOR	Medium	
JN 02	Enhance crossing - Multi-lane Street	PRINCIPAL ARTERIAL	High	
JN 03	Sidewalk	PRINCIPAL ARTERIAL	High	890
JN 04	Enhance crossing - Multi-lane Street	MINOR ARTERIAL	Medium	
JN 05	Enhance crossing - Multi-lane Street	PRINCIPAL ARTERIAL	High	
JN 06	Enhance crossing - Multi-lane Street	PRINCIPAL ARTERIAL	High	
JN 07	Enhance crossing - Multi-lane Street	PRINCIPAL ARTERIAL	High	
JN 08	Sidewalk	COLLECTOR	Medium	1834
JN 09	Sidewalk	NEIGHBORHOOD ACCESS	Low	2428
JN 10	Sidewalk	COLLECTOR	Low	117
JN 11	Sidewalk	NEIGHBORHOOD ACCESS	Medium	789
JN 12	Sidewalk	NEIGHBORHOOD ACCESS	Low	596
JN 13	Sidewalk	NEIGHBORHOOD ACCESS	Low	870
JN 14	Sidewalk	NEIGHBORHOOD ACCESS	Medium	1764
JN 15	Sidewalk	COLLECTOR	Medium	2015
JN 16	Enhance crossing	PRINCIPAL ARTERIAL	High	
JN 17	Enhance crossing	PRINCIPAL ARTERIAL	High	
JN 18	Enhance crossing - Multi-lane Street	PRINCIPAL ARTERIAL	High	
JN 19	Enhance crossing	PRINCIPAL ARTERIAL	High	
JN 20	Enhance crossing	COLLECTOR	Medium	
JN 21	Sidewalk	NEIGHBORHOOD ACCESS	Low	160
JN 22	Sidewalk	COLLECTOR	Low	839
JN 23	Enhance crossing	COLLECTOR	Medium	
JN 24	Enhance crosswalk lighting	COLLECTOR	High	
JN 25	Enhance crosswalk lighting	Juanita/Woodinville Way NE at NE 136th Pl	Low	

Project ID	Project Type	Street Class	Priority Level	Sidewalk Linear Feet (approximate)
Lakeview				
LV 01	Enhance crossing	PRINCIPAL ARTERIAL	High	
Moss Bay				
MB 01	Enhance crossing	MINOR ARTERIAL	High	
MB 02	Sidewalk	MINOR ARTERIAL	Medium	591
MB 03	Sidewalk	MINOR ARTERIAL	Medium	428
MB 04	Enhance crossing	MINOR ARTERIAL	High	
MB 05	Enhance crossing	wPRINCIPAL ARTERIAL	High	
MB 06	Enhance crossing	PRINCIPAL ARTERIAL	High	
MB 07	Enhance crossing	PRINCIPAL ARTERIAL	High	
MB 08	Enhance crossing	PRINCIPAL ARTERIAL	High	
MB 09	Enhance crossing	MINOR ARTERIAL	High	
Market				
MK 01	Sidewalk	COLLECTOR	High	799
MK 02	Enhance crossing	PRINCIPAL ARTERIAL	High	
MK 03	Enhance crossing	PRINCIPAL ARTERIAL	Medium	
MK 04	Enhance crossing	PRINCIPAL ARTERIAL	Medium	
MK 05	Enhance crossing	PRINCIPAL ARTERIAL	High	
Norkirk				
NK 01	Sidewalk	COLLECTOR	High	347
NK 02	Sidewalk	NEIGHBORHOOD ACCESS	Low	366
NK 03	Sidewalk	NEIGHBORHOOD ACCESS	Medium	890
NK 04	Sidewalk	NEIGHBORHOOD ACCESS	Medium	670
NK 05	Sidewalk	NEIGHBORHOOD ACCESS	Low	722
NK 06	Sidewalk	NEIGHBORHOOD ACCESS	Low	216
NK 07	Sidewalk	NEIGHBORHOOD ACCESS	Low	217
NK 08	Enhance crossing	PRINCIPAL ARTERIAL	Medium	

Project ID	Project Type	Street Class	Priority Level	Sidewalk Linear Feet (approximate)
NK 09	Enhance crossing	PRINCIPAL ARTERIAL	High	
NK 10	Enhance crossing	PRINCIPAL ARTERIAL	Medium	
NK 11	Sidewalk	COLLECTOR	Low	362
NK 12	Sidewalk	NEIGHBORHOOD ACCESS	Medium	1298
NK 13	Sidewalk	COLLECTOR	Low	313
North Rose Hill				
NRH 01	Sidewalk	PRINCIPAL ARTERIAL	Low	298
NRH 02	Sidewalk	MINOR ARTERIAL	High	912
NRH 03	Sidewalk	COLLECTOR	High	1415
NRH 04	Enhance crossing	PRINCIPAL ARTERIAL	Low	
NRH 05	Enhance crossing	PRINCIPAL ARTERIAL	Medium	
NRH 06	Sidewalk	NEIGHBORHOOD ACCESS	Low	407
NRH 07	Sidewalk	COLLECTOR	Low	886
NRH 08	Sidewalk	COLLECTOR	Medium	984
NRH 09	Sidewalk	COLLECTOR	Medium	1666
NRH 10	Enhance crossing	PRINCIPAL ARTERIAL	Low	
NRH 11	Enhance crossing	PRINCIPAL ARTERIAL	Low	
NRH 12	Enhance crosswalk lighting	NEIGHBORHOOD ACCESS	Low	
NRH 13	Enhance crosswalk lighting	NEIGHBORHOOD ACCESS	Low	
NRH 14	Enhance crosswalk lighting	PRINCIPAL ARTERIAL	Low	
NRH 15	Sidewalk	COLLECTOR	Low	328
South Rose Hill/Bridle Trails				
SRH 01	Sidewalk	COLLECTOR	Medium	316
SRH 02	Sidewalk	COLLECTOR	Medium	397
SRH 03	Sidewalk	COLLECTOR	Medium	696
SRH 04	Enhance crossing	MINOR ARTERIAL	High	
SRH 05	Sidewalk	NEIGHBORHOOD ACCESS	Medium	2180

Project ID	Project Type	Street Class	Priority Level	Sidewalk Linear Feet (approximate)
SRH 06	Sidewalk	COLLECTOR	Low	983
SRH 07	Sidewalk	NEIGHBORHOOD ACCESS	Low	1082
SRH 08	Sidewalk	COLLECTOR	High	328
SRH 09	Sidewalk	COLLECTOR	Low	235
SRH 10	Sidewalk	COLLECTOR	High	519
SRH 11	Sidewalk	NEIGHBORHOOD ACCESS	Low	593
SRH 12	Sidewalk	COLLECTOR	Low	863
SRH 13	Enhance crossing	COLLECTOR	High	
BT 01	Sidewalk	NEIGHBORHOOD ACCESS	Low	571
BT 02	Sidewalk	COLLECTOR	High	1135
BT 03	Enhance crosswalk lighting	COLLECTOR	Low	
Totem Lake				
TL 01	Enhance crossing	MINOR ARTERIAL	Medium	

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appendix C:
Project Prioritization Process

Criteria for Prioritizing Infrastructure Project Recommendations

The following criteria were used to prioritize infrastructure recommendations. Criteria from City of Kirkland Transportation Master Plan and 2009 Active Transportation Plan were carried forward and supplemented with additional criteria from other City efforts such as the Local Road Safety Plan and school access analysis done specifically for the SRTS program.

- Any crosswalk or sidewalk improvement on streets within the Lake Washington School District elementary, middle, and high school walk boundaries as well as streets being served by Metro and Lake Washington School District buses.
- All desired sidewalk and crosswalk improvements listed in the following plans:
 - Neighborhood Plans
 - Unfunded projects in the Capital Improvement Program
 - Transportation Master Plan
 - Cross Kirkland Corridor Master Plan
- Crosswalks at priority locations (based on roadway crash history, vehicle volume, vehicle speed, and number of vehicle travel lanes).
- Sidewalks on priority roads identified in the Local Road Safety Plan (based upon the analysis and evaluation of fatal and serious injury crash data obtained from State and City sources).
- Light deficient crosswalks on major City streets (based on crash history, traffic speeds and volumes, number of lanes, street classification, and school walk routes).
- Sidewalks on priority roads identified in the 2009 Active Transportation Plan (based on completing one side of all school walk route segments on all arterials and collector streets).
- All suggestions from the public were considered in the process.
- Priority sidewalk and crosswalk access improvements identified in the School Access Analysis (based on the current pedestrian network related to how it provides access to schools given the student's ability to safely cross and walk along a street).

Safer Routes to School Policy Guidance for prioritizing walk recommendations

TRANSPORTATION MASTER PLAN

Improve safety—Prioritize locations based on crash history and indicators of crash risk like adjacent street auto volume, speed and number of lanes.

- Crosswalk Risk Factor: Crosswalk recommendations where there are multiple traffic lanes, multiple crash reports, higher traffic speeds, or higher volumes.
- Roadway Risk Factor: Sidewalk recommendations on roads with a history of pedestrian and bicycle accidents.

Link to Land Use—Choose sidewalks and crosswalks that expand and enhance walkability and places where current pedestrian volumes are high.

- Within School Walk Boundary: Walk recommendations within school walk boundary(ies), as defined by the Lake Washington or North Shore School Districts.
- Distance to School: Walk recommendation in close proximity to school(s).
- Greatest benefit: Number of households benefiting from walk recommendation.

Connect to the Cross Kirkland Corridor—Make numerous strong links to the CKC.

- Cross Kirkland Corridor Access: Walk recommendations providing direct access to the Cross Kirkland Corridor.

Make Connections—Give high priority to projects that fill gaps by connecting existing sidewalks.

- Fills gap on Arterial or Collector:
Walk recommendations filling gaps on one side of arterials and collectors.
- Fills gap on Designated School Walk Route: Walk recommendations filling gap on one side of designated school walk routes on arterials and collectors.

Connect to Transit—Complete walkways that allow easy access to transit, particularly regional transit.

- Distance to School Bus: Walk recommendations in close proximity to a bus stop.
- Distance to Metro Bus: Walk recommendations in close proximity to a school bus stop

Community input—Because of the scale of pedestrian projects, gathering the on-the-ground knowledge through community input is particularly important in selecting pedestrian projects.

- Suggested by the public:
Walk recommendations suggested by the public.
- Community Priorities: The public's higher priority walk recommendations.

Safe, Inclusive, and Welcoming City for all people—The City of Kirkland strives to ensure the Safer Routes to School initiatives benefit all demographic groups, with attention to ensuring safe, healthy, and fair outcomes for students from low-income families, students of color, and students with disabilities.

- Health Equity Need Score:
Walk recommendations serving schools with higher levels of low-income families, students of color, and students with disabilities.

Project Cost: Project costs and the likeliness to receive grant funding are identified in the Transportation Master Plan as priority considerations. The Transportation Master Plan suggests projects that have lower cost or that are good candidates for grant funding should generally have a higher priority. However, caution must be exercised so that high cost, high value projects are also considered. This element will be used when implementing the Action Plans rather than in the priority in scoring.

RESOLUTION R-5445

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND ADOPTING THE SAFER ROUTES TO SCHOOL ACTION PLANS.

WHEREAS, the Lake Washington School District reports that enrollments are up 26 percent over the last ten years, projections suggest that this trend will continue, and an additional 2,000 students are expected by 2022; and

WHEREAS, since 2012, the population of the city of Kirkland has increased nearly 10 percent, and, because of this growth, more traffic is converging on schools at arrival and pick-up times, leading to poor traffic circulation, congestion, inadequate parking, and often unsafe conditions; and

WHEREAS, the City's vision, as expressed in its Comprehensive Plan, includes a transportation system that supports a livable, walkable, green, and connected community; and

WHEREAS, the City's adopted Transportation Master Plan reflects this vision across a set of multimodal Goals and Policies founded on the principles of moving people safely, linking to land use, being sustainable, being an active partner, and measuring progress; and

WHEREAS, the first goal in the Transportation Master Plan is Vision Zero, which is to eliminate all transportation related fatal and serious injury crashes in Kirkland by 2035; and

WHEREAS, the multimodal approach of the Transportation Master Plan supports construction and operation of a transportation network where walking, biking, and transit are realistic modes of transportation for many trips, including going to and from school; and

WHEREAS, school walk route improvements have been a significant focus of the Transportation Master Plan and subsequent Capital Improvement Programs; and

WHEREAS, the City recognizes the importance of pedestrian and bicyclist safety and has constructed multiple improvements to school walk routes across the City, including rapid flashing beacons, sidewalks, and two school zone safety cameras at strategic school sites; and

WHEREAS, the City Council adopted Resolution R-5356 on February 19, 2019, which spells out the 2019-2020 Priority Goals and City Work Program, which included the development of Safer Routes to School Action Plans for each elementary, middle, and high school in

Kirkland in partnership with the Lake Washington School District to further the City Council goals of Public Safety, Balanced Transportation, and Neighborhoods; and

WHEREAS, from April 2019 to August 2020, staff worked in partnership with the Lake Washington School District, the Kirkland Police Department, engineering professionals, students, parents, administrators, and neighborhoods to develop the Safer Routes to School Action Plans; and

WHEREAS, at the April 21, 2020 City Council Study Session, staff updated the Council on the progress of the Safer Routes to School Action Plans initiative and provided methodologies, data, and findings from the year-long effort and received direction from Council to move forward with the Engineering element of the Action Plans and to use online public engagement tools to obtain feedback on the project recommendations; and

WHEREAS, on August 4, 2020 staff returned to the City Council Study Session with the draft Safer Routes to School Action Plans that included the prioritized list of sidewalk and crosswalk improvements in each neighborhood, and the City Council directed staff to return with a funding mechanism for the implementation and adoption of the Action Plans; and

WHEREAS, at the September 1, 2020 City Council meeting, staff proposed the rebranding of the existing Capital Improvement Program Project series NMC 08700, to be called "Safer Routes to School Action Plans Implementation"; and

WHEREAS, the funding source(s) and amounts would be identified in the 2021-2026 Capital Improvement Program process; and

WHEREAS, projects selected for the first two-year funding cycle will be proposed to the City Council in the first quarter of 2021; and

WHEREAS, Safer Routes to School Action Plans will be updated periodically and accomplishments will be reported annually in the Transportation Master Plan Progress Report and Street Levy Report.

NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. The Safer Routes to School Action Plans is adopted as shown in Attachment 1 of this Resolution.

Section 2. The Safer Routes to School Action Plans shall be referenced in identifying potential projects for funding through the Capital Improvement Program process.

Section 3. The Safer Routes to School Action Plans shall be posted to the City's website and will be updated periodically, and accomplishments will be reported annually in the Transportation Master Plan Progress Report and Street Levy Report.

Passed by majority vote of the Kirkland City Council in open meeting this ____ day of _____, 2020.

Signed in authentication thereof this ____ day of _____, 2020.

Penny Sweet, Mayor

Attest:

Kathi Anderson, City Clerk